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MESSAGE

OF THE

PRESIDENT OF THE UNITED STATES,

TRANSMITTING

A report of the Secretary of the Navy, in compliance with a resolution of the Senate of December 6, 1854, calling for correspondence, &c., relative to the naval expedition to Japan.

JANUARY 31, 1855.—Read and referred to the Committee on Foreign Relations.
FEBRUARY 2, 1855.—Ordered to be printed.

To the Senate of the United States:

In compliance with the resolution of the Senate of the 6th of December last, requesting the President "to communicate to the Senate, if in his opinion not incompatible with the public interest, the instructions, correspondence, and other documents relating to the naval expedition to Japan, and the proceedings and negotiations resulting in a treaty with the government thereof," I transmit the enclosed report from the Secretary of the Navy, with the accompanying documents.

FRANKLIN PIERCE.

WASHINGTON, *January* 30, 1855.

NAVY DEPARTMENT,
January 29, 1855.

The Secretary of the Navy, to whom was referred the resolution of the Senate of the 6th December last, requesting the President "to communicate to the Senate, if in his opinion not incompatible with the public interest, the instructions, correspondence, and other documents relating to the naval expedition to Japan, and the proceedings and negotiations resulting in a treaty with the government thereof," has the honor to lay before the President the accompanying copies of papers embracing the instructions, &c., called for by the resolution.

J. C. DOBBIN.

To the PRESIDENT OF THE UNITED STATES.

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Secretary of the Navy to Commodore Perry.

UNITED STATES NAVY DEPARTMENT,
Washington, November 13, 1852.

SIR: So soon as the steam frigate Mississippi shall be in all respects ready for sea, you will proceed in her, accompanied by the steamer Princeton, to Macao, or Hong Kong, in China, where the vessels of your command will rendezvous. You will touch at such ports on your passage out as you may deem necessary for supplies, &c.

It has been deemed necessary to increase the naval force of the United States in the East India and China seas, for reasons which will be found in the enclosed copy of a communication from the Secretary of State addressed to this department under date of November, 1852.

The force at present there consists of the steam frigate Susquehanna, Commander Buchanan, sloop Plymouth, Commander Kelly, and sloop Saratoga, Commander Walker. The store ship Supply, Lieutenant Commanding Sinclair, is on her passage to that station. There will be added to this force, at the earliest day practicable, the ship-of-the-line Vermont, Captain Paulding; the steam frigate Mississippi, Captain McCluney; the corvette Macedonian, Captain Abbot; the steamer Princeton, Commander Lee; the steamer Alleghany, Commander Sands; the sloop Vandalia, Commander Pope; and the store-ship Southampton, Lieutenant Commanding Boyle.

With this you will receive a copy of the general instructions given to Commodore John H. Aulick, recently in command of the East India squadron, which you will consider as in full force and applicable to your command. You will also receive herewith copies of other orders addressed to Commodore Aulick, which may require your attention after you reach your station.

The special mission to Japan with which you have been charged by the government will require all your firmness and prudence, in respect to which the department entertains the fullest confidence that they will be adequate for any emergency.

In prosecuting the object of your mission to Japan you are invested with large discretionary powers, and you are authorized to employ dispatch vessels, interpreters, Kroomen or natives, and all other means which you may deem necessary to enable you to bring about the desired results. The suggestions contained in the accompanying letter from the Secretary of State to this department you will consider as your guide, and follow as the instructions of the government. You will confer with the commissioner of the United States to China as to the course most advisable for you to pursue to give weight to his demands upon the Chinese government for the settlement of claims of citizens of the United States against that government.

Your attention is particularly invited to the exploration of the coasts of Japan and of the adjacent continent and islands. You will cause linear or perspective views to be made of remarkable places, soundings to be taken at the entrances of harbors, rivers, &c., in and near shoals, and collect all the hydrographical information necessary for the construction of charts. You will be careful to collect from every reliable source, and particularly from our consular or commercial agents, all the information you can of the social, political, and commercial condi-

tion of the countries and places you may visit, especially of new objects of commercial pursuits. To these ends you will call into activity all the various talents and acquisitions of the officers under your command. The results of such labors and of all such researches you will communicate to the department as often and as complete as practicable.

What events will transpire during your absence time alone can develope. The utmost caution and vigilance are enjoined upon all under your command.

The act of March 2, 1837, "To provide for the enlistment of boys for the naval service, and to extend the term of enlistment of seamen," section 2 provides, "That when the time of service of any person enlisted for the navy shall expire while he is on board any of the public vessels of the United States employed on foreign service, it shall be the duty of the commanding officer of the fleet, squadron, or vessel, in which such person may be, to send him to the United States in some public or other vessel, unless his detention shall be essential to the public interests, in which case the said officer may detain him until the vessel in which he shall be serving shall return to the United States," &c.; and section 3 of the same act provides, "That such persons as may be detained after the expiration of their enlistment under the next preceding section of this act, shall be subject in all respects to the laws and regulations for the government of the navy, until their return to the United States; and all such persons as shall be so detained, and all such as shall voluntarily re-enlist, to serve until the return of the vessel in which they shall be serving, and their regular discharge therefrom in the United States, shall, while so detained, and while so serving under their re-enlistment, receive an addition of one-fourth to their former pay." You will, therefore, should it be essential to the public interests, exercise the power conferred by the act above cited; or should it be found practicable, by new enlistments on the coasts you may visit, to keep up the complements of your vessels, you will send to the United States all persons whose times of service may expire during your cruise. You will, however, in all such cases, be governed by the exigencies of the service.

A subject of great importance to the success of the expedition will present itself to your mind, in relation to communications to the prints and newspapers, touching the movements of your squadron, as well as in relation to all matters connected with the discipline and internal regulations of the vessels composing it. You will, therefore, enjoin upon all under your command to abstain from writing to friends or others upon those subjects. The journals and private notes of the officers and other persons in the expedition must be considered as belonging to the government, until permission shall be received from the Navy Department to publish them.

For any supplies that you may need you will address yourself seasonably to the chief of the appropriate bureau, or take such measures to procure them as will best subserve the objects of your cruise.

Before sailing, you will cause to be sent to the department correct muster-rolls of both vessels, conformably to the 29th article of the act for the better government of the navy of the United States, approved April 23, 1800.

Tendering my best wishes for a successful cruise, and a safe return to your country and friends, for yourself, officers, and the companies of your ships, I am, very respectfully, your obedient servant,

JOHN P. KENNEDY.

Commodore M. C. PERRY,
Appointed to command of the U. S. squadron in the East India and China seas, Norfolk, Va.

Mr. Conrad to Mr. Kennedy.

DEPARTMENT OF STATE,
Washington, November 5, 1852.

SIR: As the squadron destined for Japan will shortly be prepared to sail, I am directed by the President to explain the objects of the expedition, and to give some general directions as to the mode by which those objects are to be accomplished.

Since the islands of Japan were first visited by European nations, efforts have constantly been made by the various maritime powers to establish commercial intercourse with a country whose large population and reputed wealth hold out great temptations to mercantile enterprise. Portugal was the first to make the attempt, and her example was followed by Holland, England, Spain, and Russia; and finally by the United States. All these attempts, however, have thus far been unsuccessful; the permission enjoyed for a short period by the Portuguese to trade with the islands, and that granted to Holland to send annually a single vessel to the port of Nangasaki, hardly deserving to be considered exceptions to this remark.

China is the only country which carries on any considerable trade with these islands.

So rigorously is this system of exclusion carried out, that foreign vessels are not permitted to enter their ports in distress, or even to do an act of kindness to their own people. In 1831, a Japanese junk was blown out to sea, and, after drifting about for several months, was cast ashore near the mouth of the Columbia river, in Oregon. An American ship, the Morrison, undertook to carry the survivors of the crew back to their country, but, on reaching the bay of Yedo, she was fired into from the neighboring shore. She repaired to another part of the island and attempted to land, but meeting with the same reception there, she returned to America with the Japanese on board.

When vessels are wrecked or driven ashore on the islands their crews are subjected to the most cruel treatment. Two instances of this have recently occurred. In the year 1846, two American whaling ships, the Lagoda and the Lawrence, having been wrecked on the island of Niphon, their crews were captured and treated with great barbarity, and it is believed that their lives were spared only through the intercession of the Dutch governor of Nangasaki.—(See Senate Doc. No. 59, 1st session 32d Congress, a copy of which is herewith enclosed.)

Every nation has undoubtedly the right to determine for itself the extent to which it will hold intercourse with other nations. The same law of nations, however, which protects a nation in the exercise of this right imposes upon her certain duties which she cannot justly disregard. Among these duties none is more imperative than that which requires her to succor and relieve those persons who are cast by the perils of the ocean upon her shores. This duty is, it is true, among those that are denominated by writers on public law imperfect, and which confer no right on other nations to exact their performance; nevertheless, if a nation not only habitually and systematically disregards it, but treats such unfortunate persons as if they were the most atrocious criminals, such nations may justly be considered as the common enemy of mankind.

That the civilized nations of the world should for ages have submitted to such treatment by a weak and semi-barbarous people, can only be accounted for on the supposition that, from the remoteness of the country, instances of such treatment were of rare occurrence, and the difficulty of chastising it very great. It can hardly be doubted that if Japan were situated as near the continent of Europe or of America as it is to that of Asia, its government would long since have been either treated as barbarians, or been compelled to respect those usages of civilized states of which it receives the protection.

This government has made two attempts to establish commercial intercourse with Japan. In the year 1832, a Mr. Roberts was appointed a special agent of the government, with authority to negotiate treaties with sundry nations in the east, and among others with Japan, but he died before he arrived at the island.

In 1845, Commodore Biddle was sent with two vessels of war to visit Japan and ascertain whether its ports were accessible. He was cautioned, however, "not to excite a hostile feeling, or a distrust of the government of the United States."

He proceeded to Yedo, but was told that the Japanese could trade with no foreign nations except the Dutch and Chinese, and was peremptorily ordered to leave the island and never to return to it. A personal indignity was even offered to Commodore Biddle, and it is not improbable that the barbarity which a short time afterwards was practised by these people towards the crew of the Lagoda, may have been in part occasioned by the forbearance which that excellent officer felt himself bound under his instructions to exercise towards them.—(See the document above mentioned, page 64.)

Recent events—the navigation of the ocean by steam, the acquisition and rapid settlement by this country of a vast territory on the Pacific, the discovery of gold in that region, the rapid communication established across the isthmus which separates the two oceans—have practically brought the countries of the east in closer proximity to our own; although the consequences of these events have scarcely begun to be felt, the intercourse between them has already greatly increased, and no limits can be assigned to its future extension.

The duty of protecting those American citizens who navigate those seas is one that can no longer be deferred. In the year 1851, instructions were accordingly given to Commodore Aulick, then commanding

our naval forces in the East Indies, to open a negotiation with the government of Japan. It is believed that nothing has been done under these instructions, and the powers conferred on Commodore Aulick are considered as superseded by those now given to Commodore Perry.

The objects sought by this government are—

1. To effect some permanent arrangement for the protection of American seamen and property wrecked on these islands, or driven into their ports by stress of weather.

2. The permission to American vessels to enter one or more of their ports in order to obtain supplies of provisions, water, fuel, &c., or, in case of disasters, to refit so as to enable them to prosecute their voyage.

It is very desirable to have permission to establish a depot for coal, if not on one of the principal islands, at least on some small uninhabited one, of which, it is said, there are several in their vicinity.

3. The permission to our vessels to enter one or more of their ports for the purpose of disposing of their cargoes by sale or barter.

As this government has no right to make treaties for, or to redress the grievances of, other nations, whatever concessions may be obtained on either of the above points, need not, of course, apply in terms to the inhabitants or vessels of any other nation. This government, however, does not seek by this expedition to obtain any exclusive commercial advantage for itself, but, on the contrary, desires and expects that whatever benefits may result from it will ultimately be shared by the civilized world. As there can be no doubt that if the ports of the country are once opened to one nation they would soon be opened to all. It is believed, that for reasons hereinafter mentioned, any reference in your negotiations to the wrongs or claims of other nations, so far from promoting this object, would tend to defeat it.

The next question is, how are the above mentioned objects to be attained?

It is manifest, from past experience, that arguments or persuasion addressed to this people, unless they be seconded by some imposing manifestation of power, will be utterly unavailing.

You will, therefore, be pleased to direct the commander of the squadron to proceed, with his whole force, to such point on the coast of Japan as he may deem most advisable, and there endeavor to open a communication with the government, and, if possible, to see the emperor in person, and deliver to him the letter of introduction from the President with which he is charged. He will state that he has been sent across the ocean by the President to deliver that letter to the emperor, and to communicate with his government on matters of importance to the two countries. That the President entertains the most friendly feeling towards Japan, but has been surprised and grieved to learn, that when any of the people of the United States go, of their own accord, or are thrown by the perils of the sea within the dominions of the emperor, they are treated as if they were his worst enemies. He will refer particularly to the cases of the ships Morrison, Lagoda, and Lawrence, above mentioned.

He will inform him of the usages of this country, and of all Christian

countries, in regard to shipwrecked persons and vessels, and will refer to the case of the Japanese subjects who were recently picked up at sea in distress and carried to California, from whence they have been sent to their own country; and will state that this government desires to obtain from that of Japan some positive assurance, that persons who may hereafter be shipwrecked on the coast of Japan, or driven by stress of weather into her ports, shall be treated with humanity; and to make arrangements for a more extended commercial intercourse between the two countries. The establishment of this intercourse will be found a difficult, but, perhaps, not an impossible task.

The deep-seated aversion of this people to hold intercourse with Christian nations is said to be owing chiefly to the indiscreet zeal with which the early missionaries, particularly those of Portugal, endeavored to propagate their religion. The commodore will therefore say, that the government of this country, unlike those of every other Christian country, does not interfere with the religion of its own people, much less with that of other nations. It seems that the fears or the prejudices of the Japanese are very much excited against the English, of whose conquests in the east, and recent invasion of China, they have probably heard. As the Americans speak the same language as the English, it is natural that they should confound citizens of the United States with British subjects. Indeed, their barbarous treatment of the crews of the vessels above referred to was partly occasioned by the suspicion that they were really English.—(See the statement of the crew of the Lagoda.)

Commodore Perry will, therefore, explain to them that the United States are connected with no government in Europe. That they inhabit a great country which lies directly between them and Europe, and which was discovered by the nations of Europe about the same time that Japan herself was first visited by them; that the portion of this continent lying nearest to Europe was first settled by emigrants from that country, but that its population has rapidly spread through the country until it has reached the Pacific ocean. That we have now large cities from which, with the aid of steam, Japan can be reached in twenty days. That our commerce with all that portion of the globe is, therefore, rapidly increasing, and that part of the ocean will soon be covered with our vessels. That, therefore, as the United States and Japan are becoming every day nearer and nearer to each other, the President desires to live in peace and friendship with the emperor; but that no friendship can long exist between them unless Japan should change her policy and cease to act towards the people of this country as if they were her enemies. That, however wise this policy may originally have been, it is unwise and impracticable now that intercourse between the two countries is so much more easy and rapid than it formerly was.

If, after having exhausted every argument and every means of persuasion, the commodore should fail to obtain from the government any relaxation of their system of exclusion, or even any assurance of humane treatment of our shipwrecked seamen, he will then change his tone, and inform them in the most unequivocal terms that it is the determination of this government to insist, that hereafter all citizens or vessels

of the United States that may be wrecked on their coasts, or driven by stress of weather into their harbors shall, so long as they are compelled to remain there, be treated with humanity; and that if any acts of cruelty should hereafter be practised upon citizens of this country, whether by the government or by the inhabitants of Japan, they will be severely chastised. In case he should succeed in obtaining concessions on any of the points above mentioned, it is desirable that they should be reduced into the form of a treaty, for negotiating which he will be furnished with the requisite powers.

He will also be furnished with copies of the treaties made by this government with China, Siam, and Muscat, which may serve him as precedents in drawing up any treaty he may be able to make. It would be well to have one or more of these translated into the Japanese tongue, which, it is presumed, can be done in China.

He will bear in mind that, as the President has no power to declare war, his mission is necessarily of a pacific character, and will not resort to force unless in self defence in the protection of the vessels and crews under his command, or to resent an act of personal violence offered to himself, or to one of his officers.

In his intercourse with this people, who are said to be proud and vindictive in their character, he should be courteous and conciliatory, but at the same time, firm and decided. He will, therefore, submit with patience and forbearance to acts of discourtesy to which he may be subjected, by a people to whose usages it will not do to test by our standard of propriety, but, at the same time, will be careful to do nothing that may compromit, in their eyes, his own dignity, or that of the country. He will, on the contrary, do everything to impress them with a just sense of the power and greatness of this country, and to satisfy them that its past forbearance has been the result, not of timidity, but of a desire to be on friendly terms with them.

It is impossible by any instructions, however minute, to provide for every contingency that may arise in the prosecution of a mission of so peculiar and novel a character. For this reason, as well as on account of the remoteness of the scene of his operation, it is proper that the commodore should be invested with large discretionary powers, and should feel assured that any departure from usage, or any error of judgment he may commit will be viewed with indulgence.

The government of Holland has communicated to this government that instructions had been given to the superintendent of their factory at Dezima to promote, by every means in his power, the success of the expedition; and the kindness that has heretofore been shown by that officer towards our countrymen in captivity leaves no room for doubt that he will cheerfully fulfil these instructions.

The commissioner of the United States to China has been directed to prefer certain claims of citizens of the United States against that government. As the presence of the squadron might give some additional weight to the demand, you will please direct its commander (if he finds he can do so without serious delay or inconvenience) to touch at Hong-Kong or Macao and remain there as long as he may deem it advisable.

If the squadron should be able, without interfering with the main

object for which it is sent, to explore the coasts of Japan and of the adjacent continent and islands, such an exploration would not only add to our stock of geographical knowledge, but might be the means of extending our commercial relations and of securing ports of refuge and supply for our whaling vessels in those remote seas. With this view he will be provided with powers authorizing him to negotiate treaties of amity and navigation with any and all established and indedendent sovereignties in those regions.

In the event of such a voyage, he will inform himself, as far as practicable, of the population, resources, and natural productions of the country, and procure and preserve specimens of the latter, and the seeds of such plants as may be peculiar to the country.

He will be authorized by this department to draw on the Messrs. Baring Brothers & Co., of London, to a limited amount for the payment of guides, interpreters, messengers, &c., and of other expenses incident to his mission; as also for the purchase of such presents as it may be deemed advisable to make to promote the objects of his mission.

I have the honor to be, very respectfully, your obedient servant,

C. M. CONRAD,
Acting Secretary.

Hon. J. P. KENNEDY,
Secretary of the Navy.

The President of the United States to the Emperor of Japan.

MILLARD FILLMORE, PRESIDENT OF THE UNITED STATES OF AMERICA, TO HIS IMPERIAL MAJESTY, THE EMPEROR OF JAPAN.

Great and Good Friend:

I send you this public letter by Commodore Matthew C. Perry, an officer of the highest rank in the navy of the United States and commander of the squadron now visiting your imperial majesty's dominions.

I have directed Commodore Perry to assure your imperial majesty that I entertain the kindest feelings toward your majesty's person and government, and that I have no other object in sending him to Japan but to propose to your imperial majesty that the United States and Japan should live in friendship and have commercial intercourse with each other.

The Constitution and laws of the United States forbid all interference with the religious or political concerns of other nations. I have particularly charged Commodore Perry to abstain from every act which could possibly disturb the tranquillity of your imperial majesty's dominions.

The United States of America reach from ocean to ocean, and our Territory of Oregon and State of California lie directly opposite to the dominions of your imperial majesty. Our steamships can go from California to Japan in eighteen days.

Our great State of California produces about sixty millions of dollars in gold every year, besides silver, quicksilver, precious stones, and many other valuable articles. Japan is also a rich and fertile

country, and produces many very valuable articles. Your imperial majesty's subjects are skilled in many of the arts. I am desirous that our two countries should trade with each other, for the benefit both of Japan and the United States.

We know that the ancient laws of your imperial majesty's government do not allow of foreign trade except with the Chinese and the Dutch; but as the state of the world changes and new governments are formed, it seems to be wise, from time to time, to make new laws. There was a time when the ancient laws of your imperial majesty's government were first made.

About the same time America, which is sometimes called the New World, was first discovered and settled by the Europeans. For a long time there were but a few people, and they were poor. They have now become quite numerous; their commerce is very extensive; and they think that if your imperial majesty were so far to change the ancient laws as to allow a free trade between the two countries, it would be extremely beneficial to both.

If your imperial majesty is not satisfied that it would be safe altogether to abrogate the ancient laws which forbid foreign trade, they might be suspended for five or ten years, so as to try the experiment. If it does not prove as beneficial as was hoped the ancient laws can be restored. The United States often limit their treaties with foreign States to a few years, and then renew them or not, as they please.

I have directed Commodore Perry to mention another thing to your imperial majesty. Many of our ships pass every year from California to China; and great numbers of our people pursue the whale fishery near the shores of Japan. It sometimes happens, in stormy weather, that one of our ships is wrecked on your imperial majesty's shores. In all such cases we ask, and expect, that our unfortunate people should be treated with kindness, and that their property should be protected, till we can send a vessel and bring them away. We are very much in earnest in this.

Commodore Perry is also directed by me to represent to your imperial majesty that we understand there is a great abundance of coal and provisions in the empire of Japan. Our steamships, in crossing the great ocean, burn a great deal of coal, and it is not convenient to bring it all the way from America. We wish that our steamships and other vessels should be allowed to stop in Japan and supply themselves with coal, provisions, and water. They will pay for them in money, or anything else your imperial majesty's subjects may prefer; and we request your imperial majesty to appoint a convenient port, in the southern part of the empire, where our vessels may stop for this purpose. We are very desirous of this.

These are the only objects for which I have sent Commodore Perry, with a powerful squadron, to pay a visit to your imperial majesty's renowned city of Yeddo: friendship, commerce, a supply of coal and provisions, and protection for our shipwrecked people.

We have directed Commodore Perry to beg your imperial majesty's acceptance of a few presents. They are of no great value in themselves; but some of them may serve as specimens of the articles man-

ufactured in the United States, and they are intended as tokens of our sincere and respectful friendship.

May the Almighty have your imperial majesty in His great and holy keeping!

In witness whereof, I have caused the great seal of the United States to be hereunto affixed, and have subscribed the same with my name, at the city of Washington, in America, the seat of my government, on the thirteenth day of the month of November, in the year one thousand eight hundred and fifty-two.

[Seal attached.]

Your good friend,
MILLARD FILLMORE.

By the President:

EDWARD EVERETT,
Secretary of State.

Commodore Perry to the Secretary of the Navy.

UNITED STATES STEAM FRIGATE MISSISSIPPI,
Madeira, December 13, 1852.

SIR: I deem it my duty to bring to the notice of the department an act of distinguished courtesy conferred upon me, at the instance of Vice Admiral Sir George Seymour, by the lords commissioners of her Britannic majesty's admiralty, and consequently transmit herewith the enclosed copies of letters.

The box contained four books and eighty sheets of charts, of the latest publications, all descriptive of the parts of the world to which I am bound.

With great respect, I have the honor to be your obedient servant,
M. C. PERRY,
Commanding East India Squadron.

Hon. JOHN P. KENNEDY,
Secretary of the Navy, Washington.

ADMIRALTY, *October* 28, 1852.

SIR: Vice Admiral Sir George Seymour, K. C. B., commander-in-chief of her Britannic majesty's ships and vessels on the North American and West India station, having requested that the most recent charts and sailing directions of the eastern seas might be sent to you, as you are about to proceed to China and Japan, I am commanded by my lords commissioners of the admiralty to acquaint you that they have had much pleasure in acceding to the vice admiral's proposal, and that the box containing the charts, &c., have been forwarded to her majesty's consul at New York, with instructions to take measures for their conveyance to you.

I have the honor to be, sir, your most obedient humble servant,
AUG. STAFFORD.

Commodore PERRY,
United States Navy, &c., &c., &c.

UNITED STATES STEAM FRIGATE MISSISSIPPI,
Madeira, December 13, 1852.

SIR: At the moment of sailing from the United States, I had the honor of receiving your communication of the 28th of October, together with a box of valuable charts, transmitted to me by order of the lords commissioners of the admiralty, and at the instance of Vice Admiral Sir George Seymour.

Be assured, sir, that I entertain a just sense of the kind consideration of Sir George, and of the distinguished favor conferred upon me by the lords commissioners.

With great respect, I have the honor to be your most obedient servant,

M. C. PERRY,
Commander in chief United States naval forces in the East India and China seas.

AUGUSTUS STAFFORD, Esq., M. P.,
First Secretary to the Lords Commissioners of the Admiralty, London.

Commodore Perry to Secretary of the Navy.

U. S. STEAM FRIGATE MISSISSIPPI,
Madeira, December 14, 1852.

SIR: Since leaving the United States I have had leisure to reflect more fully upon the probable result of my visit to Japan, and though there is still some doubt in my mind as to the chances of immediate success in bringing that strange government to any practicable negotiation, yet I feel confident that in the end the great object in view will be effected.

As a preliminary step, and one of easy accomplishment, one or more ports of refuge and supply to our whaling and other ships must at once be secured, and should the Japanese government object to the granting of such ports upon the main land, and they cannot be occupied without resort to force and bloodshed, then it will be desirable in the beginning, and indeed, necessary, that the squadron should establish places of rendezvous at one or two of the islands south of Japan, having a good harbor, and possessing facilities for obtaining water and supplies, and by kindness and gentle treatment conciliate the inhabitants so as to bring about their friendly intercourse.

The islands called the Lew Chew group are said to be dependencies of Japan, as conquered by that power centuries ago, but their actual sovereignty is disputed by the government of China.

These islands come within the jurisdiction of the prince of Satsuma, the most powerful of the princes of the empire, and the same who caused the unarmed American ship Morrison, on a visit of mercy, to be decoyed into one of his ports and then fired upon from the batteries hastily erected. He exercises his rights more from the influence of the fear of the simple islanders than from any power to coerce their obedience; disarmed, as they long have been, from motives of policy, they have no means, even if they had the inclination, to rebel against the grinding oppression of their rulers.

Now, it strikes me, that the occupation of the principal ports of those islands for the accommodation of our ships of war, and for the safe resort of merchant vessels of whatever nation, would be a measure not only justified by the strictest rules of moral law, but what is also to be considered by the laws of stern necessity; and the argument may be further strengthened by the certain consequences of the amelioration of the condition of the natives, although the vices attendant upon civilization may be entailed upon them.

In my former commands upon the coast of Africa and in the Gulf of Mexico, when it fell to my lot to subjugate many towns and communities, I found no difficulty in conciliating the good will and confidence of the conquered people, by administering the unrestricted power I held rather to their comfort and protection than to their annoyance; and when the naval forces left, they carried with them the gratitude and good wishes of their former enemies; and so I believe that the people of the islands spoken of, if treated with strict justice and gentle kindness, will render confidence for confidence, and after a while the Japanese will learn to consider us their friends.

In establishing those ports of refuge it will be desirable to provide the means of supply to the vessels that may resort to them, and hence the necessity of encouraging the natives in the cultivation of fruits, vegetables, etc.; and to carry out in part this object, garden-seeds have been provided; but to pursue the purpose still further, I have thought that if a few of the more simple agricultural implements of our own country were sent to me for use, and for presents, they would contribute most essentially to the end in view; such, for instance, as the common cultivator, the plough and harrow, spades, hoes of various kinds, the threshing and winnowing machines, and especially those inventions for separating the cotton and rice from their husks.

And with reference, also, to the subject of my letter to Mr. Fulsom, chargé at the Hague, a copy of which has been enclosed to the Department of State, it would be good policy to counteract the discreditable machinations of the Dutch, by circulating printed publications representing the true condition of the various governments of the world, and especially to set forth the extraordinary prosperity of the United States under its genial laws.

To effect this object, I am already provided with works for presentation, descriptive of the civil and political condition of the United States, such as the census tables, post office, and railroad reports, reports of the Indian and land offices, military and naval registers, also with the magnificent publications of the State of New York, etc.

And I have thought that a small printing press, with type and materials, would go far to facilitate our plans, by giving us the means of putting forth information calculated to disabuse the Japanese of the misrepresentations of the Dutch.

The government of Japan keep in employment linguists in all modern languages; and such is their curiosity, that these publications, if admitted at all, would soon be translated.

Having thus, according to my anticipations, established harbors of resort, and organized certain rules of equity to govern our intercourse with the natives in the payment for labor, supplies, &c., and having de-

pots of provisions and coal near at hand, we shall be able to act with more effect in bringing about some friendly understanding with the imperial government. At all events, steamers, or whatever vessels that may be passing to and from California and China, will find safe harbors in their way, and it may reasonably be expected that in the course of time the intercourse thus brought about will lead to a better understanding of our pacific intentions.

It may be said that my anticipations are too sanguine. Perhaps they may be, but I feel a strong confidence of success. Indeed, success may be commanded by our government, and it should be, under whatever circumstances, accomplished. The honor of the nation calls for it, and the interest of commerce demands it. When we look at the possessions in the east of our great maritime rival, England, and of the constant and rapid increase of their fortified ports, we should be admonished of the necessity of prompt measures on our part.

By reference to the map of the world, it will be seen that Great Britain is already in possession of the most important points in the East India and China seas, and especially with reference to the China seas.

Singapore commanding the southwestern, while Hong Kong covers the northeastern entrance, with the island of Labuan on the eastern coast of Borneo, an intermediate point, she will have the power of shutting up at will and controlling the enormous trade of those seas, amounting, it is said, in value to 300,000 tons of shipping, carrying cargoes certainly not under £15,000,000 sterling.*

Fortunately the Japanese and many other islands of the Pacific are still left untouched by this unconscionable government; and, as some of them lay in a route of a commerce which is destined to become of great importance to the United States, no time should be lost in adopting active measures to secure a sufficient number of ports of refuge. And hence I shall look with much anxiety for the arrival of the Powhatan and the other vessels to be sent to me.

I have thus exhibited, in this crude and informal communication, my views upon a subject which is exciting extraordinary attention throughout the world, and I trust that the department will approve the course I propose to pursue.

With great respect, I am, sir, your most obedient servant,

M. C. PERRY,
Commanding East India Squadron.

Hon. JOHN P. KENNEDY,
Secretary of the Navy, Washington.

Mr. Everett to Commodore Perry.

DEPARTMENT OF STATE,
Washington, February 15, 1853.

SIR: Your dispatch of the 14th of December has been referred by the Secretary of the Navy to this department, and by me submitted to the President.

* See Governor Crawford's opinion, in "The Expedition to Borneo by Her Majesty's Ship Dido," chapter 24, published by Harper Brothers, New York, 1846.

The President concurs with you in the opinion that it is highly desirable, probably necessary for the safety of the expedition under your command, that you should secure one or more ports of refuge of easy access. If you find that these cannot be obtained in the Japanese islands without resort to force, it will be necessary that you should seek them elsewhere. The President agrees with you in thinking that you are most likely to succeed in this object in the Lew-Chew islands. They are, from their position, well adapted to the purpose; and the friendly and peaceful character of the natives encourages the hope that your visit will be welcomed by them.

In establishing yourself at one or two convenient points in those islands, with the consent of the natives, you will yourself pursue the most friendly and conciliatory course, and enjoin the same conduct on all under your command. Take no supplies from them except by fair purchase, for a satisfactory consideration. Forbid, and at all hazards prevent, plunder and acts of violence on the part of your men toward these simple and unwarlike people, for such they are described to be. Let them from the first see that your coming among them is a benefit, and not an evil to them. Make no use of force, except in the last resort for defence, if attacked, and self-preservation.

The President approves the idea suggested by you of encouraging the natives to turn their attention to agriculture, and has given orders to have the implements of husbandry mentioned by you sent out by the Vermont. He has also directed a small printing press, with type and materials for printing of all kinds, to be sent out by the Vermont.

The President is gratified to perceive that you are impressed with the importance of the enterprise confided to your direction, the success of which will mainly depend upon your prudence and address. It will attract a large share of the attention of the civilized world; and the President feels great confidence that the measures adopted by you will reflect credit on your own wisdom and discretion, and do honor to your country.

I am, sir, respectfully, your obedient servant,

EDWARD EVERETT.

Commodore M. C. PERRY,
Commanding the United States naval forces in the China seas.

Commodore Perry to Secretary of the Navy.

[No. 4.] U. S. STEAM FRIGATE MISSISSIPPI,
Table Bay, Cape of Good Hope, February 2, 1853.

SIR: I would respectfully refer to previons letters of mine to the department suggesting the expediency of sending out in the vessels destined for the Japan service an additional number of healthy, young American landsmen to fill vacancies occasioned by the numerous casualties constantly occurring on board of ships on the East India station.

The landsmen allowed to this ship will be sufficiently instructed by the time they reach China to make excellent topmen.

If one hundred more are sent out in the Vermont, or other vessels

leaving for China, they can be made very useful, and may probably enable me to retain at least one of the ships of the squadron, the period of service of whose crew may be about expiring.

An additional number of marines will also be of great advantage.

Already the crew of this ship has been weakened eight in number by sickness, desertion, &c.

The same rage prevails here for going to Australia as was prevalent some time since in the United States to proceed to California, and I fear that five or six of our men, one marine included, have been enticed away and concealed on shore, as they cannot be found.

With great respect, I am, sir, your obedient servant,

M. C. PERRY,
Commanding East India Squadron.

Hon. JOHN P. KENNEDY,
Secretary of the Navy, Washington.

Secretary of the Navy to Commodore Perry.

NAVY DEPARTMENT, *April* 7, 1853.

SIR: In reply to the suggestion contained in your dispatch, numbered 4, and of date February 2, 1853, to the effect that "if one hundred more landsmen are sent out in the Vermont, or other vessels leaving for China, they can be made very useful, and may probably enable me (you) to retain at least one of the ships of the squadron, the period of service of whose crew may be about expiring," you are informed that as Congress failed at its last session to grant the authority which was asked for by the department to enlarge the number of men of all classes for the naval service, and no means having been appropriated for that purpose, the withdrawal of the Vermont from your command has become unavoidable, as she cannot be manned without exceeding the number of seamen, &c., prescribed by law. It is probable, also, that the delay in preparing the Alleghany for sea may render her services unavailable in your squadron.

This, however, must not interfere with your visit to Japan, as it is confidently believed that the force and the means which have been provided, and which will be completed on your being joined by the Macedonian, will be amply sufficient for the successful accomplishment of the objects of your mission.

The administration will afford you all proper aid in carrying out the important objects with which you have been entrusted, and in fulfilling the public expectation in regard thereto.

As the head of the Navy Department it affords me great satisfaction to express to you the confidence entertained in your ability, prudence, and sagacity to bring about the desired results contemplated by your instructions.

I am, very respectfully, your obedient servant.

J. C. DOBBIN.

Commodore M. C. PERRY,
Commanding U. S. squadron,
East India and China seas, Macao, China.

Commodore Perry to the Secretary of the Navy.

[No. 8.] UNITED STATES STEAM FRIGATE MISSISSIPPI,
Hong Kong, April 9, 1853.

SIR: I have the honor of reporting the arrival of the Mississippi at this port on the 7th instant, last from Singapore, having touched at Macao.

Commodore Aulick relinquished the command on the 11th of last month, and departed for the United States by the overland route in the last steamer.

No incident of importance occurred during the passage, and our officers and crew are in good health.

On arrival here, I found my plans seriously deranged by the unexpected absence of the Susquehanna, she having been dispatched to Shanghai, by Commander Kelly, seven days after the departure of Commodore Aulick, and for the purpose of transporting the Hon. Mr. Marshall and suite to that place, apprehensions being entertained that the movements of the revolutionists in the north of China might endanger the American interests in that quarter. Whatever may have been the urgent necessity of sending away a ship of the squadron at a moment when my arrival must have been hourly expected to assume the command, and when I should have cheerfully co-operated with Mr. Marshall, it would, I think, have been more judicious in Commander Kelly to have taken Mr. Marshall on board his own ship to Shanghai, or have sent the Saratoga, rather than have removed from my control, for an uncertain time, the steamer assigned as my flag ship.

But I shall make no further comment until I have an opportunity of enquiring more fully into all the circumstances attending this singular act of temporary authority of Commander Kelly.

I have sent the Plymouth to Shanghai, with orders for the Susquehanna to await there my arrival, for which place I shall sail in a few days, preparatory to my departure for Japan.

The department has been kept informed of my movements by previous letters Nos. 1, 2, 3, 4, 5, 6, 7, transmitted from the several ports touched at on our outward passage.

By the next mail I shall be better able to communicate any political information that may be of interest at home.

With great respect, I am, sir, your most obedient servant,

M. C. PERRY,
Commanding East India Squadron.

The Hon. SECRETARY OF THE NAVY,
Washington, D. C.

Secretary of the Navy to Commodore Perry.

NAVY DEPARTMENT, *April* 18, 1853.

SIR: It is understood at this department that the Russian government intends to send a portion of its naval force to visit the islands of

Japan, probably in the laudable pursuit in which the squadron under your command is now engaged.

Should the vessels of the United States squadron fall in with those of Russia, you will be pleased to require of all officers of your squadron to manifest all due respect to the Russian officers, by establishing the most friendly communication, and by reciprocating to the fullest extent all civilities and kind offices that may be extended to them.

I am, very respectfully, your obedient servant,

J. C. DOBBIN.

Commodore M. C. PERRY,
Comd'g U. S. Squadron in the East India and China seas.

Secretary of the Navy to Commodore Perry.

NAVY DEPARTMENT, *April* 25, 1853.

SIR: The dispatches of Commodore John H. Aulick to the department represent his health as much impaired, and the steamer Susquehanna as being in a crippled condition, so much so as to render her further services in the East India and China seas a matter of doubtful reliance. It is also stated that she will not be in condition to accompany the squadron to Japan without first proceeding to England or the United States to receive the repairs necessary to make her an efficient war steamer.

The department regrets this state of affairs, and, in view of the facts disclosed, as well as in connexion with the detachment of Commodore Aulick from the command of the United States squadron in the East India and China seas by my predecessors, and the near approach of the expiration of the term of enlistment of the crew of the Susquehanna, deems it proper to instruct you, in the event of its being found impracticable to repair and make efficient and serviceable that steamer for your purposes, to order her return to the United States under the command of Commodore Aulick, and you will, at your discretion, retain Commander Buchanan for such other duty as you may find for him in your squadron.

It is not the intention of the department to deprive you of the services of the Susquehanna, if you can find the requisite resources at hand to render her efficient for your visit to Japan. You will, therefore, exercise your best judgment in this matter, repairing, if practicable, and retaining that steamer, *if you* still deem her co-operation *important* in the fulfilment of the mission entrusted to you.

The friends of Lieutenant John P. Gillis desire his return to the United States under circumstances which appeal strongly to the sympathies. You will, therefore, if the public service will suffer no detriment by his detachment from the Plymouth, permit him to take advantage of the first opportunity to return to his friends.

I am, very respectfully, your obedient servant,

J. C. DOBBIN.

Commodore M. C. PERRY,
Commanding U. S. Squadron, Macao, China.

Commodore Perry to the Secretary of the Navy.

[No. 11.] SHANGHAI, *May* 6, 1853.

SIR: The alarm which had been produced by the probable advance of the insurgents upon Shanghai, has in a measure subsided. The difficulty of obtaining correct information from the interior induced Sir George Bonham, the British plenipotentiary, to ascend the Yang-tsze-kiang, in one of her majesty's small steamers, as far as Nankin, which city he found in possession of the insurgents, who also held the banks of the river about fifty miles below.

Sir George states that he found the rebel army in a state of misrule and disorganization, and not as numerous as had been reported; and, in his opinion, this undisciplined force would ultimately be obliged to evacuate Nankin and retire to the south. That the chiefs with whom he conversed expressed a friendly feeling towards foreigners, and intimated no intention of approaching nearer to this place. The great object of the insurgents being to advance upon Pekin, which, once in their possession, the revolution would be complete. Other reports of persons accompanying Sir George differ materially from these accounts.

As, however, the United States commissioner will communicate to the Department of State every particular respecting the political and commercial condition of the country, I merely refer to the subject with reference to the probable necessity of leaving one of the four ships, at present at my disposal, to look after and protect American interests here; though I hope to be able, as it will be highly important, to take them all to the coast of Japan; sending one back to this place as soon as practicable. Upon this matter, however, I shall confer with the commissioner, and shall remain myself no longer here than will be necessary to complete my business.

The accompanying paper, marked D, is a translation of a dispatch received by me on my recent arrival at Canton, from the Dutch governor general of India, which, the department will perceive, is not very explicit.

I can learn very little from Japan. Rumor reports that the Japanese government, assisted by the Dutch, have been, and still are, making extensive preparations of defence against any warlike demonstration of the Americans; but no reliance can be placed upon the correctness of these reports. * * * * * * *

MAY 7.

Yesterday the governor of Shanghai, with two high officers from a neighboring city, called on me to ask the assistance of the force under my command to suppress the insurrection.

I replied that I had no authority to interfere, and even if I had I should not and could not well do so, inasmuch as the representative of my government to China had not yet been officially accredited. That the government of the United States was disposed to be on the most friendly terms with China, and to extend her friendly and commercial relations with this country; but as a preliminary step to a full and cordial intercourse, it would be necessary that the commissioner should be

received in a manner becoming to the power and dignity of the nation which he represented; that it belonged to him to answer all questions of a diplomatic character relating to the friendly intercourse of the two governments. That I was in command of a naval force, employed in the general protection of American interests in other ports of the east as well as in China, but should at all times be happy to render any proper and peaceful service to the subjects of his imperial majesty wherever I might meet them.

With great respect, I am, sir, your most obedient servant,

M. C. PERRY,
Com'g East India Squadron.

The Hon. SECRETARY OF THE NAVY,
Washington, D. C.

[Translation D.]

[No. 134.] POERWOREDJE, (JAVA,) *September* 22, 1852.

SIR: I have been informed by my government of the request received from the government of the United States by letter from its chargé d'affaires at the Hague, bearing date the 2d July last, as also of the promise made in consequence thereof by the government of the Netherlands to direct the chief of the Netherlands factory at Dezima to contribute as much as may be in his power to the success of the entirely friendly visit which an American squadron is about to pay to the isles of Japan.

I have the honor to inform you that the newly appointed chief of Dezima, Mr. J. H. Donker Curtius, late member of the supreme court of the Netherlands Indies, recently departed for Japan, has been furnished with instructions, in view of urging upon the Japanese government a change in its system of policy of exclusion equally in favor of all nations who have hitherto lived in peace with the empire of Japan.

Formal instructions, however, to promote especially the efforts of the government of the United States to effect this object in a peaceful and friendly manner have not, and could not have been given to the said chief, because at the time of his departure nothing was known officially, at least by the government of the Netherlands Indies, with respect to the intentions of the American government.

When the communication of my government before mentioned had been received, I put the question to myself, whether it would be necessary or useful to dispatch again one of his majesty's men-of-war to Japan for the purpose of transmitting orders to the chief of the factory at *Dezima*, according to the promise of my government.

After mature deliberation, I came to a negative answer of the said question, more especially because the sending of a Netherlands man-of-war in the present time and circumstances might raise suspicion with the Japanese government, which probably would exercise an unfavorable influence upon the negotiations in case such negotiations could be opened.

I deem it my duty, however, if you think convenient, to avail of the

promise made by the government of the Netherlands to furnish you the opportunity thereof, and for that purpose have the honor to forward herewith a dispatch addressed to the Netherlands chief at Dezima, which I ask you to be pleased to transmit to him, in case you should desire to procure his co-operation; the dispatch containing the necessary orders to comply with your demand in conformity with what has been promised.

I beg to remark, in view of the object at present contemplated by both our governments, that in case the Netherlands chief of the factory at Dezima should have succeeded in opening negotiations with the government of Japan, it is not unlikely that any proof of co-operation between America and Holland would prejudice these negotiations, as you are aware that the American expedition to Japan has not always been represented to be of a wholly friendly and peaceful character.

Accept, sir, the assurance of my distinguished consideration.

Your most obedient servant,

DUYMAER VAN TWIST,
Governor General of the Netherlands Indies.
A. PRIONS, *Secretary General.*

Commodore PERRY,
Commanding the American Squadron bound for Japan.

Commodore Perry to the Secretary of the Navy.

[No. 12.] UNITED STATES STEAM FRIGATE SUSQUEHANNA,
Shanghai, May 16, 1853.

SIR: I have the honor to transmit, herewith, copies of certain communications which have passed between the honorable Humphrey Marshall, the commissioner to China, and myself; and trust that the course pursued by me will meet the approval of the department.

The calls of Mr. Marshall upon the services of the vessels of the squadron have considerably embarrassed the plans I had formed of proceeding directly to Japan with my whole force, conformably to instructions.

As matters now stand I shall be obliged to leave the Plymouth here, at least for a short time, and proceed with this ship and the Mississippi to Lew-Chew, preparatory to my visit to Japan. The Saratoga has already been ordered to take the interpreter, Mr. S. Wells Williams, from Macao to Lew-Chew, there to meet me.

Accounts from Japan state that extensive warlike preparations have been made to meet our ships, which indicate a determination in the government to adhere to its exclusive policy.

The insurgents are still in possession of Nankin, and though an imperial army is encamped within a few miles of the city, we hear of no active movements on either side.

The apprehensions of an attack upon Shanghai have, in a measure, subsided, and the Chinese are resuming their usual peaceful occupations.

As I shall be but three days of steaming from this place, a dispatch

vessel would soon give me notice of any renewed demonstrations of the insurgents to approach this city; and there being two English and one French steamer here, the presence of the Plymouth can, I think, soon be dispensed with, and she will be enabled to rejoin me.

With great respect, I am, sir, your most obedient servant,

M. C. PERRY,
Commanding East India Squadron.

The Hon. SECRETARY OF THE NAVY,
Washington, D. C.

LEGATION OF THE U. S. OF AMERICA, SHANGHAI,
May 11, 1853.

SIR: I have the honor to enclose a copy of a letter addressed to me by the mercantile firms of this city composed of citizens of the United States. I have not undertaken a reply to it, because I am not placed by the President in possession of your instructions from the government, and therefore cannot be presumed to know whether your duty under those instructions will require the withdrawal of the whole naval force from this place or not.

The letter discloses a large property belonging to American owners now exposed to risk, and certainly the condition of China at present renders all property now at this place insecure; for, though no danger seems to threaten Shanghai at this moment, the occupation of the country around Nankin by hostile armies may bring the forces of either party to Shanghai at any time within thirty-six hours. But the present condition of affairs in China is likely to last through this entire season; and it will be your province to decide, under your instructions, upon the relative importance of protecting American interests at Shanghai, by the presence of a ship or ships-of-war, and the immediate application of the entire naval force in these seas to the expedition in which it is understood you are about to engage.

When you shall have decided the proposition, I would be obliged that you would enable me to communicate the result to our fellow-citizens.

I am, sir, very respectfully,

HUMPHREY MARSHALL.

Commodore M. C. PERRY,
United States Commander-in-chief of the naval forces in the East India and China seas, and of the Expedition to Japan.

SHANGHAI, *May* 7, 1853.

SIR: Having heard some rumors of an intention on the part of the commander of the United States naval force in this seas to withdraw all the American ships-of-war from this port, we deem it not out of place to call your attention to the subject, and to ask your interference if there are grounds for the report.

Without entering into the consideration of the extent of the danger which threatens foreign interests at this time, the disturbed state of the country sufficiently warrants us in expecting and asking, from the authorities of our country, protection for our property, which, we may mention, amounts, at a fair valuation, to $1,000,000 or $1,200,000, now at risk in this port. We beg that we may not be understood as placing belief in the rumor, but it has suggested to our minds the possibility of such a step, and the importance of the subject induces us to address you.

We have the honor to remain, sir, very respectfully, your most obedient servants,

RUSSELL & CO.,
WETMORE & CO.,
AUGUSTINE HEARD & CO.,
BULL, NYE & CO.,
SMITH, KING & CO.

To Hon. HUMPHREY MARSHALL,
Minister of the United States to China, &c., &c., &c.

UNITED STATES STEAM FRIGATE SUSQUEHANNA,
Shanghai, May 12, 1853.

SIR: I have had the honor of receiving your letter of yesterday, together with a communication addressed to you by the American mercantile firms of this city, composed of citizens of the United States.

In reply, I may remark, that I have endeavored to make myself acquainted with the present condition of things in this part of China, in view of deciding upon the actual necessity of leaving one of the ships of the squadron temporarily here, at a time when the services of my whole force are needed elsewhere.

Before my departure, however, I shall determine the question; and I beg it to be understood that, so long as I command the United States naval forces in these seas, I shall be mindful to watch over the American interests in China, as far as it can be done consistently with obligations of public duty in other ports of my command, and especially with reference to an important mission intrusted to my guidance.

With great respect, I am, &c.,

M. C. PERRY,
Commander-in-chief of the United States naval forces in the East India, China, and Japan seas.

His Excellency H. MARSHALL,
United States Commissioner to China, Shanghai.

SHANGHAI, *May* 13, 1853.

SIR: I have communicated to you verbally an account of my efforts to present my credentials to the government of China, and the nature of the relation in which, at present, I am placed towards the public au-

thority of this empire. You will, therefore, comprehend my embarrassment at the prospect of the withdrawal of the naval force of the United States from this coast at this time.

My reception by this government is matter of deep interest to the United States, and especially to American citizens resident in China, and in my opinion will be materially affected both as to the time, manner, and place, by the presence of a vessel-of-war belonging to the United States to convey me to such point as may be selected by the emperor for that ceremony.

I should not feel justified, under existing circumstances, in permitting you to depart on the expedition to Japan without making a formal application to you for the aid of a ship-of-war to convey me without delay to the mouth of the Peiho, or as near that point as it will be safe to go—or to such other place as the emperor may indicate for my reception—there to await until my official introduction to the public authority of China shall have been consummated.

You are aware that, after the fall of Nankin, I addressed an official note to the prime minister at Pekin, requesting the emperor to decide whether my credentials should be delivered in person, or communicated to him through an officer of state; in which note I expressed my wish to be received at Pekin, as most conformable to the consideration due to the government I have the honor to represent. To that note I have received yet no reply, though more than a month has elapsed since it was committed to a proper channel for dispatch to its destination. When it was delivered to the tautai to forward to Pekin, he said a reply might be received in a month; but at the expiration of that time he caused me to be informed that probably two or three months would pass before an answer would arrive.

This fact creates a grave apprehension that the letter has either not been forwarded, or has been intercepted by some provincial authority, to whose hands necessity compelled the tautai to confide it.

In either event it will be my duty, after a reasonable time shall have elapsed to afford opportunity for a response, to move as near as practicable to the court of China, to *present my credentials in person*. I have exhausted the means pointed out by the treaty to communicate with the emperor, to whom I am accredited, and am brought now to the alternative of proceeding directly to the capital of the emperor, or of retiring from the country after a refusal by the emperor to receive me. That act on his part would be of such grave import, that, notwithstanding the spirit of exclusiveness heretofore displayed by the court at Pekin, I do not think his imperial majesty would hazard the consequences in the existing condition of government. If he would, the United States cannot ascertain the fact too soon. A faithful but unsuccessful effort having been already made to find access to the court through an imperial commissioner, or a governor-general of the maritime provinces, (of which my letter advises the prime minister,) a refusal to receive me, or to appoint a commissioner to transact business with me, in a proper manner, at a suitable place, would exhibit such reckless disregard of treaty obligations, and of the courtesy due to the United States, as to justify the resort to ulterior measures to assert their dignity, and to place their future relations with China on a different basis. The action

of the government of the United States in relation to Japan would, in my opinion, be materially affected by such an event; for I entertain no doubt that the interest manifested by the American public in the success of your expedition to Japan rests upon the idea of future progress in peaceful and profitable intercourse with China.

If the emperor of China, confronted by a formidable rebellion among his subjects against his dynasty, would prefer to hazard war with the United States to an admission of their envoy to his court, yet will not execute his treaty obligations by appointing a proper public officer to adjust questions which arise in the foreign relations of his government, the United States might well desire to modify their policy with regard to Japan *until their future relations with China were more clearly ascertained.*

But it may be said that the serious consequences shadowed forth under this view of the subject may be avoided by the exercise of patience on my part, in retaining my present position, until the affairs of this empire shall be so adjusted that the imperial commissioner, heretofore resident at Canton, shall resume his post. You are aware, doubtless, that more than eighteen months have elapsed already since the troubles of the interior called that officer from the provincial city of the south, and you can see that, instead of the restoration of tranquillity, the cloud of civil war lowers more darkly than ever over the horizon of China. The progress of such a revolution, instead of diminishing the reasons for my prompt and proper reception, increases them in the ratio of the multiplication of chances of interference by the hostile forces with the rights and property of American citizens resident in China. Certainly, if a public minister will ever be wanted to guard the rights of citizens of the United States in China, his presence is required when they have millions at risk, in the presence of a country in hostile array, and agitated to its centre by the passions and schemes of revolution. Again: if ever there can be a moment propitious to the peaceful establishment of that equality of political intercourse with the emperor of China which is considered desirable by the United States, and which is only to be attained by the introduction of their minister to a residence at Pekin, *the present is the moment.* Shall the United States lose this advantage for the *immediate* pursuit of a scheme which must be considered of secondary importance to whatever affects their political relations with this country? Shall they relapse voluntarily to the unsatisfactory basis heretofore maintained, and now rendered *intolerable* and *humiliating* by the fact that even that arrangement is made to yield, and to be indefinitely postponed, in view of the disturbances of the interior?

There is nothing to be hoped for in Japan equal to the advantages now actually enjoyed in China; and it appears to me no effort should be spared to preserve the beneficial and prosperous commerce already opened with this great, extensive, and productive country. That commerce is now paralyzed comparatively by the civil war in the bosom of the empire; and it may be paralyzed altogether by such a failure on the part of China to fulfil her duty of courtesy and comity to the United States as shall compel my withdrawal from this country. I think that when the presence of your squadron was ordered by the

department to aid my prosecution of a *few private* claims upon China, there can be little room to doubt that their spirit and scope would justify your assistance in the more serious *public claim* which is involved by the delay and embarrassment to which I am subjected in procuring an audience from the chief, or even a communication with the subordinate officers of this government, so as to enter upon the disposition of those claims.

But, sir, it is not my purpose to weigh your obligations, or to essay to judge the force of your instructions. I confess myself ignorant of their character and extent. My purpose is only frankly to disclose my own situation, and my purposes, as well as my view of the important matter involved in the speedy resolution of the difficulties of my present position. Alone and unaided, it is palpable I can effect nothing to bring this government to a due sense of the propriety of attending to my reception without delay, much less can I do so should the nature of your instructions compel you to withdraw all your force from this coast while I am applying to establish my diplomatic connexion with the court of China.

It is my expectation to wait a reasonable time—say two or three weeks longer—to learn the fate of the letter I have already dispatched to Pekin; and, should no reply be received, it is my wish then to avail myself *of the existing condition of affairs in China to secure an official residence at Pekin for the commissioner of the United States.*

If the conjuncture of affairs now existing shall be permitted to pass without the effort to secure that object, there is strong probability it will be lost for years and years to come.

The government of the United States has always manifested an anxiety to secure this point, and has urged it upon the consideration of my predecessors as one of which the advantage was too important to be neglected upon any opportunity to achieve it. Therefore, *I* am not now at liberty to disregard the circumstances which favor its prosecution.

In my opinion, the speedy decision of the proposition can be effected advantageously by my presence at the mouth of the Peiho to open a communication directly with Pekin. The use of one ship-of-war, in the first place, will be requisite to enable me to reach that position, and her presence will be proper during my negotiation.

But I do not permit myself to doubt that you will find great pleasure, if compatible with the nature of your instructions, or if rendered possible by the absence of a sufficient force to effect your own success in the special service in which you are about to engage, to detach a ship from the squadron for the purpose I have herein indicated.

I am, sir, most respectfully, your obedient servant,

HUMPHREY MARSHALL.

Commodore M. C. PERRY,
Commander-in-chief of United States naval forces
in the East India, China, and Japan seas.

UNITED STATES FRIGATE SUSQUEHANNA,
Shanghai, May 16, 1853.

SIR: Your communication of the 13th instant has been received, and after a respectful consideration of its contents, with a sincere desire to do that which will best conduce to the honor and interests of the United States, I am reluctantly constrained to say that I cannot see myself justified in employing one of the four vessels of war at present at my disposal in the manner you propose, and for reasons which seem to be conclusive.

Because I have determined, at the expense of great inconvenience to the special service in which I am engaged, and by a virtual departure from the strict letter of my instructions, to leave the Plymouth, at least for a short time, at this place, in conformity with the application made through you by citizens of the United States resident here; and I trust I may be pardoned for dissenting from the arguments held forth by you as to the immediate necessity or expediency of an undertaking, the result of which, if unsuccessful, as in all probability it would be, would doubtless produce unfriendly feelings between the United States and China, and retard, rather than advance, the object so much desired, of establishing an American embassy at Pekin.

With these convictions I could not, even if I were so authorized, consistently co-operate with you in an experiment, the uncertain issue of which might seriously involve our commercial relations with this country, at present upon a comparatively favorable footing, with prospective promises of greater advantages.

We now stand upon the same ground with other great maritime powers, as no foreign minister has yet been permitted to reside at the capital of China; nor has the French minister, Monsieur de Bourbaulon, as I am informed, more than yourself been accredited.

But the question is one which may properly and without inconvenience be referred to our rulers at home; and I hardly need say, that whatever instructions may be addressed to me by the Navy Department will be promptly executed.

Meantime, should the Chinese government, in answer to your application, indicate a willingness to receive you at the capitol, I shall be most happy to render every facility in my power to give weight and importance to your mission.

The enclosed copy of a report of Commander Kelly will furnish another reason for the decision arrived at by me.

With great respect, I am, sir, your most obedient servant,

M. C. PERRY,
Commander-in-chief of the United States naval forces in the East India, China, and Japan seas.

UNITED STATES SHIP PLYMOUTH,
Shanghai, May 15, 1853.

SIR: In compliance with your instructions, I have examined the charts and directions for navigating the Yellow sea and the gulf of Petche-See

to the mouth or entrance of the Peiho river, and find that, having been visited so little by European navigators, the coast and harbors are very imperfectly known. Many islands have been laid down as having been seen, but their situations very imperfectly defined; and many reefs and sand-banks, that are covered at high-water. It also appears that both the sea and the gulf are subject to very heavy white fogs, at this season of the year, for several days in succession; the currents very strong, averaging from 3½ to 4 knots per hour. I have therefore to report that, in my opinion, it would be extremely hazardous for a vessel drawing the draft of water of this ship to attempt to reach the anchorage off the mouth of the river Peiho. The few European vessels that have heretofore visited this coast have invariably been accompanied by vessels of lighter draught of water, for the purpose of sounding, &c. But even their reports can scarcely be relied upon, as the deposit from the many streams emptying into the gulf is constantly forming new banks.

I have the honor to be, sir, very respectfully, your obedient servant,

JOHN KELLY,
Commander.

—

Commodore Perry to the Secretary of the Navy.

[No. 13.] UNITED STATES STEAM FRIGATE SUSQUEHANNA,
Napa, Lew-Chew, June 2, 1853.

SIR: I have the honor to report my arrival at this port on the 26th ultimo, in company with the "Mississippi" and "Saratoga," and was joined by the "Supply" on the 28th. The "Plymouth" was left at Shanghai; but I still hope that the apprehensions of the American merchants of an attack upon the city by the rebels may have so far subsided as to authorize Commander Kelly to join me before my visit to Japan.

Judging from appearances at the time I left Shanghai, I am of opinion if there should have been no change that there is very little necessity of her remaining there.

It would probably be better to wait the arrival out of more of the vessels destined for the station before going to Japan, but I have not heard positively of the sailing of either one of them; and the uncertainty of the time they may be expected at Macao has induced me to come thus far with all the force at present at my command. If I were to defer my visit much later, I should lose the favorable season for exploring the coast.

This beautiful island is a dependency of Japan, and is governed by the same laws; the people are industrious and inoffensive, and I have already made considerable progress in calming their fears and conciliating their friendship; and, as I propose to make this a port of rendezvous for the squadron, it may be hoped that, in the course of time, the whole population of the island may become quite friendly.

They have already consented to receive compensation for the supplies which they are to furnish the ships.

I am only waiting here to establish a good understanding with these people before my visit to Japan, that information of our friendly demonstration towards the Lew-Chewans may precede us, and assure the Japanese that we have no hostile intentions.

But I question whether I shall be able to effect much this summer. It will be my study, however, to manage in such way as to prevent, if possible, any collision with these singular and impracticable people.

I shall have the advantage during my visit of ascertaining whether they are disposed to relax in their policy of exclusion so far as to admit us peaceably to their ports, or whether they will persist in their unfriendly acts. With this knowledge, and with a more imposing force, I shall be able to act more advisedly and decisively the ensuing spring.

With great respect, I have the honor to be your obedient servant,

M. C. PERRY,
Commander-in-chief United States naval forces
East India, China, and Japan seas.

The Hon. SECRETARY OF THE NAVY, *Washington.*

The Secretary of the Navy to Commodore Perry.

NAVY DEPARTMENT, *September* 5, 1853.

SIR: Your dispatch, No. 13, dated at Napa, Lew-Chew, June 2, 1853, has been received.

The department is gratified at the favorable account of your visit to the island of Lew-Chew, and approves your course as indicated in the dispatch referred to therein.

Very respectfully, your obedient servant,

J. C. DOBBIN.

Commodore M. C. PERRY,
Commanding United States squadron,
East India and China seas, Hong Kong, China.

Commodore Perry to the Secretary of the Navy.

[No. 15.] U. S. STEAM FRIGATE SUSQUEHANNA,
Napa, Island of Lew-Chew, June 25, 1853.

SIR: Availing of a period of unavoidable detention of the squadron at this place, waiting the return of a coal vessel sent to Shanghai, as well for coal as to procure a competent Chinese interpreter, (the one brought by Mr. Williams from Canton being very ill and in a dying state,) I thought I could have no more favorable opportunity this summer to visit the Bonin islands; and, accordingly, leaving the "Mississippi" and "Supply" at Napa, I sailed, with the Saratoga in tow, for Peel island, and anchored at Port Lloyd on the morning of the 14th instant.

As my instructions direct me to seek out and establish ports of refuge

and refreshment for vessels traversing these distant seas, I have, from the commencement of the cruise, kept constantly in view the port in which we are now at anchor, and the principal harbor of the Bonin islands, as well for general convenience of resort as to furnish connecting links, or suitable stopping places, for a line of mail steamers, which I trust may soon be established between some one of our Pacific ports and China, an event so much to be desired, and, if accomplished, one that will be distinguished, even in the history of these remarkable times, as of the highest importance to the commerce of the United States, and of the world.

The mails from the United States and Europe, by the way of Egypt, the Red Sea, and Indian ocean, arrive regularly at Hong Kong almost to a day, twice a week in each month. From Hong Kong to Shanghai, five days may be allowed for the passage. To this point the British government would doubtless extend its mail if it were taken up by us, and continued on to California.

Its transportation, by steam, from Shanghai to San Francisco, via the Bonin and Sandwich Islands, would occupy thirty days, allowing three days for stopping for coal, etc. Thus, the distance from San Francisco to Honolulu, in the Sandwich Islands, is roughly estimated at 2,093 miles; from Honolulu to Peel Island, 3,301 miles; and from Peel island to the mouth of the Yang-tzse-Keang, or Shanghai river, 1,081 miles; in all 6,475 miles; and allowing 240 miles per day, the time at sea would be twenty-seven and the time in port three days; from San Francisco to New York — days would be required, making from Shanghai to New York — days.*

The usual time occupied in transporting the mail from England to Hong Kong, via Marseilles, (the shortest route,) is from forty-five to forty-eight days; add to that two days detention at Hong Kong, and five more to Shanghai, would make the time required to reach the latter place from fifty-two to fifty-five days.

Shanghai might be considered the terminus of the English and the commencement of the American mail; and thus an original letter could be sent west by way of Europe, and its duplicate east by way of California, the first arriving at Liverpool about the time its duplicate reaches New York.

But apart from the advantages, and, I may add, the glory of perfecting a scheme so magnificent, this line of steamers would contribute largely to the benefit of commerce. Already many thousands of Chinamen are annually embarking for California, paying for their passages each $50, and finding themselves in everything, excepting water and fuel for cooking their food.

These provident people are the most patient and enduring laborers, and must, by their orderly habits, add greatly to the agricultural interests of California.

But Shanghai is now becoming the great commercial mart of China; already does it outrival Canton in its trade with the United States, and when it shall be considered that the fine teas and silks, and other rare and valuable commodities of that part of China can be conveyed

* I am not sufficiently acquainted with the present arrangement of the mails to fill up the blanks.

by means of steam to California in five, and to New York in eight weeks, it is impossible to estimate in anticipation the advantages that Hong may grow out of an intercourse so rapid and so certain.

I cannot, in the space of a letter, give a full description of the Bonin islands, and, therefore, beg to refer to the accompanying extracts from my rough journal. It is enough to say that Port Lloyd is admirably adapted for a coal depôt and stopping place for steamers; its geographical position is convenient either for a route to Shanghai or Hong from the Sandwich Islands.

The climate is salubrious, and the harbor commodious and safe, and perfectly easy of access, either by night or day, and the soil is excellent for cultivation, and is capable, with an increase of labor, of furnishing all the supplies of meat, poultry, fruit, and vegetables, that any number of vessels would require.

But there is one, and only one, difficulty in the way of investing American capital in these islands, and that difficulty lies in the uncertainty of the right of sovereignty of the soil, which has never yet been established, though the most prominent claimant is the queen of England, with no other right, however, than that which may have grown out of the performance of a ceremony (perhaps not expressly authorized by his government) by Captain Beechey, commanding the English surveying vessel "Blossom," who, in 1827, formally took possession of the group and gave English names to all the islands.

The year following, a Captain Lütke, of the Russian navy, went through the same ceremony; and four years before the visit of Beechey, a Captain Coffin,* whose nationality is not mentioned, but from the name the probability is he was an American, visited the group, and gave his name to one of the islands.—(See further particulars in extracts from my journal.)

There is no doubt that the Japanese were the first discoverers of these islands; that they were settled by them and subsequently abandoned; that the Spaniards, Portuguese, and Dutch, in their early voyages to the east may have seen them; and in later years they have been known to the Americans, English, and Russians; but neither of the European nations have, up to this day, made the slightest attempts to settle them.

Taking all these considerations into view, and in consideration of the pertinacity with which nations upon mere points of honor hold to claims of sovereignty, however valueless they may be, I trust I may be pardoned in suggesting that an understanding may be had with the British government through our minister at London, that Port Lloyd or Peel Island, whether under the flag of the United States or England, or a local flag, may be considered a free port and a place of resort to vessels of all nations, and especially a stopping place for mail steamers, under such regulations as may be agreed upon.

This course would prevent all future difficulties and mutually benefit the commerce of both nations, though there are but few English vessels traversing this part of the Pacific; the object once accomplished, Port Lloyd would become a place of the highest importance to the com-

* Much valuable information respecting these islands may be obtained from retired whaling captains at Nantucket and New Bedford. Coffin was probably from Nantucket.

merce of the Pacific ocean, and more especially to the American trade to China.

Should the department, however, deem it desirable for me to take possession of the islands in the name of the United States, I will do so and adopt the best means of holding them.

I am now only waiting the return of a coal vessel from Shanghai, with the interpreter sent for from that place, when I shall sail for Yedo with this ship, the Mississippi, Saratoga, and Plymouth.

But in consequence of the lateness of the season, owing to the detention of the vessels upon the coast of China, and the non-arrival of any of those ordered to join me from the United States, I do not expect to accomplish more this summer than to make a reconnoissance of the bay of Yedo and some other parts of the coast, and to ascertain the temper and feelings of the Japanese government with respect to our visit, deeming it more wise to make my principal demonstration in the following spring, when I shall be able to exhibit a more imposing force, for I cannot anticipate a willing reception; on the contrary, from all I can learn, they are prepared to throw every difficulty in the way of amicable negotiation. I must, therefore, be careful to secure and keep the right side of the question, and if they determine on hostile acts, to put them in the wrong by reasonable forbearance.

I conceive, however, that we have already effected a great deal in securing two of the desired ports of refuge, Port Lloyd and this; and in quietly establishing ourselves upon this island we have already made considerable progress in conciliating the people. Interchanges of visits and entertainments have taken place, and exhibitions of the Daguerreotye, the magnetic telegraph, the submarine armor, and other scientific apparatus have been made to the utter astonishment of the people. All these incidents are duly recorded and transmitted to Japan.

Parties from the ships traverse the island without molestation, and are kindly received; and payment is now taken in money for supplies furnished to the squadron. In truth, Lew-Chew is a direct and valuable dependency of Japan, and we have even now all the control over it necessary for our present purposes.

And were it not that the authorities and people are kept in constant dread of the consequences that would be visited upon them by the government of Japan, or rather the prince of Satsuma, to whose province the Lew-Chews belong, they would be delighted at our coming amongst them, and this makes it a duty with me to protect them as far as I can against the vindictiveness of their cruel and unnatural rulers; hence I shall keep a ship here whenever one can be spared.

With great respect, I am, sir, your obedient servant,

M. C. PERRY,
Commanding East India Squadron.

The Hon. SECRETARY OF THE NAVY,
Washington, D. C.

P. S. I have been greatly disappointed at the non-arrival of the vessels ordered from the United States; even the store ship "Southamp-

ton," which left home seven months since has not yet made her appearance.

I also deem it my duty to say that there are not a sufficiency of officers attached to the several vessels of the squadron to perform the many duties devolving upon them, of which an important department is that of surveying.

The climate of this station is very enervating, and we have large sick lists; and I fear, unless recruits, especially of passed midshipmen and midshipmen, are sent out, many of those who are now zealous in the performance of their duties will break down. The service of good officers are, in the present lax state of discipline of the navy, still more necessary.

M. C. PERRY.

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Extracts from the rough Journal of Commodore Perry.

The Bonin islands extend in direction nearly north and south, between the latitudes of 26° 30′ and 27° 45′ north, the centre line of the group being in longitude about 142° 15′ east.

The principal islands, and, indeed, all of them, have been named by Captain Beechey, of her majesty's ship "Blossom." The northern cluster he called Parry's Group; to the middle cluster, consisting of three larger islands, he gave the names respectively of "Peel," "Buckland," and "Stapleton;" and the southern cluster he called "Baily's Islands."

*"The southern cluster is evidently that in which a whale ship, commanded by a Mr. Coffin, anchored in 1823, who was the first to communicate its position to this country, and who bestowed his name upon the port. As the cluster was, however, left without any distinguishing appellation, I named it after Francis Baily, esq., late president of the Astronomical Society."

These islands are evidently volcanic, the internal fires being still at work, as Mr. Savoy, the oldest surviving settler on the island, informed me that they experienced two or three tremblings of the earth every year.

The islands, headlands, and detached rocks present the most grotesque forms, exhibiting the appearances of castles, towers, animals, and almost every hideous thing conceivable to the imagination.

These geological formations must be of great antiquity, as we noticed numerous canal-like passages in the cliffs, as one might suppose hewn out by the work of the chisel, but they have evidently been dykes produced by the overflowing and cooling of the lava, and then smoothed by the abrasion or attrition of the torrents which are precipitated in the rainy season down the sides of the mountains towards the sea.

*I quote from Findlay's Directory of the Pacific Ocean, not having Beechey's work before me.

These dykes in many parts of the island where the action of the water courses, assisted by the atmosphere, has not produced any material change, still retain their peculiar step-like formation, and the observer might imagine that he was gazing upon a series of steps cut by the hand of man in the solid rock, to facilitate his descent and ascent to and from the summits of the mountains.

Indeed I know of no part of the world which can offer greater interest to the researches of the geologist than these islands present; they are of trappean formation, as naturally connected with their volcanic origin; but I am not sufficiently acquainted with mineralogy to distinguish the several varieties of which the masses are composed, though specimens have been procured for the examination of the scientific.*

Port Lloyd is situated on the western side, and nearly in the centre of Peel Island. It is easy of ingress and egress, and may be considered a safe and commodious harbor; though of deep anchorage, ships usually anchor in from 18 to 22 fathoms.

The port is laid down on Beechey's chart to be in latitude 27° 5′ 36″ N. and 142° 11′ 30″ east longitude. This position is, I conceive, erroneous, as by two sets of observations made by the master of the Susquehanna the longitude was found to be 142° 16′ 30″ east, five miles more to the east than Beechey makes it.

The safest anchorage is to be found as high up the harbor as a ship can conveniently go, having regard to depth and room for swinging and veering cable. Strangers can easily discover, by examination, the proper position to which they can warp their ships.

Beechey's directions for entering the port are sufficiently correct; Castle island, which he speaks of, is easily distinguished and furnishes a good mark. The starboard shore or Southern Head should be kept aboard, clearing it one or two cables to avoid a small rock, lying about 150 or 200 yards from the bluff, and having upon it only eight feet at low water.

I have caused the letter (S) in a circle to be painted upon the bluff of Southern Head, to mark the bearing of the rock due north from said mark, (S.)

Wood and water can be obtained in abundance, though the former must be cut by the crew, and, of course, taken on board green. The water is obtained from running streams and is of good quality.

The few settlers still remaining on Peel island, the other islands being uninhabited, raise considerable quantities of sweet potatoes, Indian corn, onions, taro, and a few fruits, the most abundant of which are water melons, bananas, and pine apples; a few pigs and some poultry are also raised. For these they find ready sale to the whale ships constantly touching at the port for water and other supplies. During the four days we were at anchor at Port Lloyd, three whalemen—two American and one English—communicated by means of their boats with the settlement, and carried away many supplies procured generally in exchange for articles, of which ardent spirits are the most acceptable to many of the settlers.

* It should be recollected that these are simply rough notes, which have not been revised. M. C. P.

Were it not for the scarcity of working hands a much greater extent of land would be cultivated; at present there cannot be more than 150 acres under cultivation in the whole island, and this in detached spots, generally at the seaward termination of ravines furnishing fresh water, or upon plateaux of land near the harbor.

The soil is of excellent quality for cultivation, very much resembling that of Madeira and the Canary islands, (the latter being in the same parallel of latitude,) and consequently is admirably adapted for the cultivation of the vine, and of wheat, tobacco, sugar-cane, and many other valuable plants. Of sugar and tobacco the settlers already cultivate enough for their own consumption.

Timber for building purposes is rather scarce, and would soon be exhausted if any increase of population were to call for the erection of many buildings. The best kinds are the tamana and the wild mulberry. The former is similar to the red-wood of Brazil and Mexico, and is very enduring.

I caused the island to be thoroughly explored by two parties of officers, and their reports will be duly filed with other similar papers. The masters of this ship and the "Saratoga" also surveyed the harbor.

The scarcity of sea and land birds has been noticed by every one as singular; not more than five or six varieties of land birds have been seen. Of these the common crow and the pigeon are the largest; the others are of small size. Of gulls and other sea birds we saw very few, the booby being the most numerous. I noticed before reaching the islands a few petrels; these were of unusually large size and of singularly brilliant plumage.

Of quadrupeds we may enumerate hogs, goats, deer, bullocks, and sheep, with any number of cats and hogs. Many of the cats and hogs having strayed to the jungle, are honored with the appellation of wild cats and wild boars, and are hunted accordingly with dogs. A few deer and goats were, some years ago, placed upon North or Stapleton island by the settlers, and the goats have multiplied prodigiously.

Bulls, cows, and sheep, and a few goats, were landed from the Susquehanna in view of their increase. Two bulls and two cows being put on shore at Sand bay, on the north side of Peel island, and two rams and five Shanghai broad-tailed sheep, with six goats, on North island.

On Buckland island there are a good number of hogs; and the settlers have recently stocked two others of the smaller islands with goats, so that in the course of time they will increase to many thousands.

The harbor of Port Lloyd and the neighboring waters furnish excellent fish, which may be taken by the hook or seine, though the places for hauling the seine are few, owing to the coral which in many parts lines the shores.

The best place for hauling the seine in Port Lloyd is upon a sandy beach, in Ten-fathom hole, where there is a small clear spot. The varieties of fish are not very numerous; of those taken in the seine of the Susquehannah, I noticed but five: the mullet, (the most numerous,) two varieties of perch, the gar, and the common ray.

Sharks are very numerous, and, when quite small, they frequent the shallow places amongst the coral rocks near the shore, and are there pursued by the dogs, seized upon, and dragged ashore.

Of edible shell-fish there are none, that I could learn, excepting the chama gigas, (tridacne,) which must be very tough and indigestible. Of other varieties of the testacea there are many, but none of any rarity. The family of crustacea is, however, more extensive, but the kinds are chiefly confined to the land-crab, which are of every variety of size, form, and color. A most numerous kind is what is generally called the pirate. These are seen in every direction, near the shore, travelling about with their ridiculous domicils upon their backs, which they seem to have selected more by chance than choice.

The waters of the Bonin islands furnish abundance of fine crawfish, as also green turtle, of which we obtained a good supply.

According to Kempfer, these islands were known to the Japanese as early as 1675, and they described them under the name of Bune Sima, and as abounding with fish and crabs, some of which were from four to six feet long. From this description of the crabs, I am led to believe that they mistook the enormous green turtle, which are so common here, for crabs. Other accounts give a much earlier date for their discovery by the Japanese.

Extract from Kempfer.

"About the year 1675, the Japanese accidentally discovered a very large island, one of their barks having been forced there in a storm from the island Fatsicio, from which they computed it to be 300 miles distant towards the east. They met with no inhabitants, but found it to be a very pleasant and fruitful country, well supplied with fresh water, and furnished with plenty of plants and trees, particularly the arrack tree, which, however, might give room to conjecture that the island lay rather to the south of Japan than to the east, these trees growing only in hot countries. They called it Bune Sima; and because they found no inhabitants upon it, they marked it with the character of an uninhabited island. On the shores they found an incredible quantity of fish and crabs, some of which were from four to six feet long." *

Extracts from Klaproth's translation of San Kokp Tsoir Ran To Sets.

"The original name of these islands is O-gasa-wara-sima, but they are commonly called Mon-nin-sima, (in Chinese, Wu-jin-ton,) or the islands without people, and this is the name which I have adopted in my work. That of O-gasa-wara-sima, or the O-gasa-wara islands, was given to them after the navigator who first visited them and who prepared a map of them. In the same manner has the southern part of the New World been called Magalania, (Magellan,) who discovered it some two hundred years since.

* Doubtless mistaking turtle for crabs.—M. C. P.

The Bonin islands are found 270 ri to the southeasterly of the province of Idsu. From Simoda in that principality, it is 13 ri to the island of Myake; from thence to Sin-sima or New island, seven ri; from Sin-sima to Mikoura, five ri; from thence to Fatsicio or Fatiho, (Fatsisio,) 41 ri; and lastly, from this to the most northern of the uninhabited islands, it is reckoned to be 180 ri; and to the most southerly 200 ri.

"This archipelago lies in the 27th degree of north latitude. The climate is warm and makes the valleys lying between the high mountains, watered by rivulets, to be very fertile, so that they produce beans, wheat, millet, grain of all kinds, and sugar cane. The tree called Nankin—faze or tallow tree (Stillingia sebifera) grows there, and likewise the wax tree. The fishery is good and might be made very productive.

"Many plants and trees grow in these islands, but there are very few quadrupeds. There are trees so large that a man cannot embrace them with his arms, and which are frequently thirty Chinese fathoms in height, (or 240 feet.) Their wood is hard and beautiful. There are also some very high trees resembling the siou-ro-tsoung-liu, or chamarops excelsa, cocoa nuts, areca palms, that tree whose nuts are called pe-eouan-tsy in Chinese, the katsirau, the red sandal wood, the tou-mou, the camphor, tub figs of the mountains, a high tree whose leaves resemble those of the ground ivy, the cinnamon tree, mulberry, and some others.

"Among the plants the smilax China, (or China root,) called san-ke-rei, the to-ke, a medicinal herb called assa-ghion-keva, and others are to be reckoned.

"Among birds there are different species of parrokeets, cormorants, partridges, and some resembling white sea-mews, but more than three feet long. All these birds have so little wildness, that they can be taken with the hand.

"The chief productions of the mineral kingdom in this archipelago, are alumn, green vitriol, stones of different colors, petrifactions, &c.

"Whales are found in the sea, also huge crawfish, enormous shells and echineé, which are called 'gall of the sea.' The ocean here is unusually rich in various products.

"In the third year of the reign Ghen-Fo (1675,) Simaye Saghemon, Biso Saghemon, and Simaye Dairo Saghemon, three inhabitants of Nagasaki, took a sea voyage to the principality of Idsu. They were embarked in a large junk, built by a skillful Chinese carpenter. These three men were well acquainted with astronomy and geography, and accompanied by Fatobe, the chief ship carpenter of the port of Yedo, who dwelt in the lane of nets. Their vessel was managed by thirty sailors. Having obtained a passport from the imperial marine, they left the harbor of Simoda, the 5th day of the 4th moon, and steered for the island of Fatsio. From thence they sailed towards the southeast and discovered a group of eighty islands. They drew up a map and an exact account of them, in which are some curious details respecting the situation, climate, and productions of this archipelago. They returned the 20th day of the 6th moon, in the same year, to Simoda, where Simaye published an account of his voyage.

"It is singular that this writer makes no mention of the swift current, kuro-se-gaw, which is experienced between the islands of Mikura and

Fatsio. Its breadth exceeds twenty matze, (about half a ri,) and it flows with great swiftness from east to west* about one hundred ri. This omission would be inexplicable if this current was not much less rapid in summer and autumn than it is in winter and spring. Simaye, in his passage to the Bonin islands, passed it in the first part of the intercalary month, which succeeds the fourth moon; on his return, the latter part of the sixth moon, he should have found the currents less rapid, and thus his attention was not called to this dangerous passage."

"The largest of the eighty islands is fifteen ri in circuit, and thus is a little less than Iki island in size. Another is ten ri in circumference, and about the size of Amakusa island. Besides these two there are eight others, which are from two to six and seven ri around. These ten islands have flat plateaux which could be made habitable, and where grain would grow very well. The climate is warm and favorable to cultivation, one might infer from their geographical position. They afford various valuable productions. The remaining seventy islets are only mere steep rocks, and produce nothing."

"A colony of condemned criminals has been sent to these islands, there to labor; they have tilled the earth and planted some patches. They are collected in villages, and have brought together the same things found in other provinces of the empire. One can visit these islands and bring back its products in the same year. In this way a trade would easily spring up, and the benefit to be drawn from it would be considerable. This must be plain to all."

"In the reign Au-Yei, (from 1771 to 1780,) I was sent on a commission into the province of Fisen, where I became acquainted with a Dutchman named Aarend Werle Veit, who showed me a geography in which mention was made of some islands lying 200 ri to the southeast of Japan, called Woest Eiland by the author. The word *Woest* means *desert*, and eiland, (or yeirand, as the original reads,) island. He remarks, that these islands are not inhabited, but that many sorts of herbs and trees are found there. The Japanese might establish a colony on one of these islands on which grain and other productions would thrive. In spite of the length of the voyage thither, the establishment would be useful to them for these purposes. The Dutch company would derive very little advantage from the possession of these islands, they being too small and too remote for their use."

"I have thought proper to repeat these words, which deserve to be borne in mind, and with them I bring to a conclusion all that I have to say respecting the Bonin Islands."

But upon the subject of the early discovery of these islands, I shall have more to say. It is only necessary now to remark, that the description given in the two preceding extracts correspond exactly with the present appearance of the islands. The arrack, or areca-tree, is found upon Peel island, as well as many other tropical trees and plants.

And in further confirmation of the accounts given by Kempfer, of the accidental visit of a Japanese junk, in 1675, I was informed by Mr. Savory, that about thirteen years ago a small Japanese vessel, of about forty tons, came into Port Lloyd, having been driven by stress

*This writer in describing the direction of the current is mistaken.

of weather from the coast of Japan. She had on board nothing but dried fish. Remaining during the winter, she sailed on her return home in the spring, being provided gratuitously, by the settlers, with provisions.

Again, about five years ago, a French whaling ship, cruising off Stapleton island, discovered a smoke on shore, and sending a boat to the spot, there discovered the wreck of a Japanese junk, and five of her crew, the only survivors, in a most helpless condition. These they took on board, and conveyed to Port Lloyd, and they were subsequently taken away by the humane Frenchman, with the intention, as he avowed, of landing them upon one of the Japanese Islands.

A party of officers from the Susquehanna, on a visit to Stapleton island, accidentally saw the wreck of this vessel, and the following is the account given by one of them, Mr. Heine:

"In the little bay where we landed, we found the wreck of a junk, kept together with large copper nails, and having nailed on it several pieces of sheet copper. From these materials, I concluded that it was a Japanese junk. The wreck could not be very old, as the edges of the boards were little rubbed or damaged."

Of the settlers who came from the Sandwich Islands in 1830, accompanied by several natives of those islands, male and female, there are but few left. The names of the whites, who were the leaders in this adventure, were as follows: Mattheo Mazara, a Genoese; Nathaniel Savory, and Aldin B. Chapin, of Massachusetts; Richard Mildtchamp, of England; and Charles Johnson, of Denmark.

Of these, Nathaniel Savory is the only one at present on the island. Mazara is dead, and Savory has married his widow, a pretty native of Guam, (one of the Ladrone islands,) and still quite young, only twenty-five. Mildtchamp is alive, and residing at Guam.

Having long been satisfied of the importance of these islands to commerce, my present visit has been induced by a desire to examine them myself, in view of recommending Peel's island as a stopping place for the line of steamers which, sooner or later, must be established between California and China. To this end I have caused, as before mentioned, the island to be explored, and a few animals to be placed upon two of the group, as a commencement of a provision for future wants. I have also distributed garden seeds, of every description, to the present settlers, and have held out hopes to them that I may furnish them with implements of husbandry, and a greater number of animals. Indeed, I have gone so far as to secure a suitable spot for the erection of offices, wharves, coal-sheds, &c.

M. C. PERRY.

NAPA, GREAT LEW-CHEW, *June* 24, 1853.

Commodore Perry to the Secretary of the Navy.

[No. 16.] U. S. STEAM FRIGATE SUSQUEHANNA,
Napa, Island of Lew-Chew, June 28, 1853.

SIR: As I am led to believe that the exercise of the discretion by Commander Kelly, of the Plymouth, with which he was empowered,

may have given some dissatisfaction to the American merchants at Shanghai, and as it is not improbable that some representations may be made to the department, calling in question the propriety of such measure, I have thought it better, in justice to Commander Kelly, to transmit herewith a copy of the correspondence on the subject.

The files of the department will, I presume, furnish abundant evidence to show that however the commanders of our ships-of-war, on foreign stations, may be desirous of extending as much protection as they can to the interests of our merchants, it is impossible to please all; but not so to give unintentional offence, as each party conceives that their particular interests should be cared for, irrespective of the claims of others.

It is true, that the present political disturbance, in many parts of China, makes it desirable that we should have vessels occasionally touching at Canton and Shanghai, and one or two other ports where missionaries are established; but, if the demands of all are complied with, we should have none for carrying out the instructions with respect to Japan.

But, immediately after my visit to Jedo, I will send a ship to Shanghai, and another to the other ports; leaving one here and returning myself to the coast of China.

It may be well to remark here, that before I left Shanghai, both Mr. Marshall and Mr. Forbes—the latter at the head of the house of Russell & Co.—expressed the opinion, both to Commander Kelly and myself, that there was no immediate necessity for the detention of the Plymouth at that port.

With great respect, I am, sir, your most obedient servant,

M. C. PERRY,
Commanding East India Squadron.

Hon. SECRETARY OF THE NAVY,
Washington, D. C.

UNITED STATES SHIP PLYMOUTH,
Napa Keang Roads, June 26, 1853.

SIR: I have the honor to report that, in compliance with your instructions of the 16th of May last, I remained at Shanghai until June 2, at which time the aspect of affairs having much improved, from the fact that most of the stores that had been closed at the first approach of the insurgents were opened and filled with goods; and, also, from the report of Sir George Bonham, Governor of Hong Kong, who had visited the insurgent chief at Nankin, I deemed it proper to carry out the latter part of your orders to repair to Lew-Chew.

The American merchants resident at Shanghai, and the Hon. Humphrey Marshall, United States commissioner to China, addressed me on the subject of my leaving.

Their communications, with my replies, are herewith enclosed, I have also to remark, that the Hon. Humphrey Marshall, a short time previous to my departure, had distinctly told me that he did not then apprehend any danger from the insurgents, but that he was extremely

anxious that a vessel should be left at his disposal to convey him to any place the emperor might designate, to present his credentials. I anchored at this place on the 13th instant.

I have the honor to be, sir, very respectfully, your obedient servant,

JOHN KELLY,
Commander.

Commodore M. C. PERRY,
Commander-in-chief U. S. naval forces, East India and China seas.

SHANGHAI, *May* 18, 1853, 11 *o'clock, a. m.*

SIR: I desire to know whether your orders from Commodore Perry, to remain here for the present, have imposed any limitation upon the period of your stay by fixing any definite time for your departure hence, or by making it referable to any event now foreseen.

The commodore did not communicate to me a copy of your orders, and of course my present inquiry is based upon no wish to extract them from you, but to regulate my own action by such knowledge of your purposes as it may be proper for you to communicate. I desire to write home by the "Hermes," which sails to night for Hong Kong, and your immediate reply will oblige me.

I am, sir, very respectfully, your obedient servant,

H. MARSHALL.

Commander J. KELLY,
United States Ship Plymouth.

UNITED STATES SHIP PLYMOUTH,
Shanghai, May 18, 1853.

SIR: Your communication of this date has been received. In reply to which I have to state that the following is an abstract of my orders:

[Abstract.]

"According to the present aspect of affairs, I cannot anticipate any probable move of the insurgents towards this city, and the lapse of a few days may enable you to decide advisedly as to the propriety of your remaining beyond a certain time.

"The discretion will be left with you to remain or to proceed, in accordance with the enclosed orders, whenever you may consider that you can do so consistently with the respective claims upon the services of your vessel, in the general protection of the interests of the United States in these seas."

I am then directed that, after leaving this, to proceed directly to rejoin the commodore at a certain point.

I have the honor to be your obedient servant,

JOHN KELLY,
Commander.

Hon. HUMPHREY MARSHALL,
United States Commissioner to China.

SHANGHAI, *May* 23, 1853.

SIR: We are induced to address you upon the subject of the Plymouth's departure from this port, under the knowledge that it is your present intention shortly to withdraw her, by the advice of the honorable Mr. Marshall, United States commissioner, who informs us that he cannot control your movements, and that her disposition has been left to your discretion by the commander of the American East India and China squadron.

We beg to express the opinion, founded upon the best information that has been or that it is possible to obtain of the present condition of this country, that at no time since the establishment of the treaty has the presence of men-of-war at the different ports been so necessary as now. The United States government has thought itself bound by its treaty obligations, and by an interest of an important trade, to keep constantly in the Chinese waters a squadron of two or more vessels in times of peace and tranquillity, and now, at a season of convulsion and change so violent as to threaten the existence of the very cities which our government has induced us to select as places of residence, with every promise of protection, we suddenly find ourselves about to be left without a gun to defend us.

If our property should be lost in consequence of the want of protection which would be afforded by the presence of a man-of-war, we should confidently look to our government for full remuneration, as by your withdrawal you would cause it to be responsible for the effects of an abandonment made in the face of its obligations under the treaty, and of our protest against such a disregard of our right of protection.

We sincerely trust that full and mature consideration of the circumstances will yet induce you to delay your departure until the state of affairs warrants us in feeling secure in persons and property.

We remain, sir, respectfully, your obedient servants,

RUSSELL & CO.
BULL, NYE & CO.
AUGUSTINE HEARD & CO.
SMITH, KING & CO.
WETMORE & CO.

To Commander JOHN KELLY,
United States Ship Plymouth.

UNITED STATES SHIP PLYMOUTH,
Shanghai, May 28, 1853.

GENTLEMEN: Your communication of the 28th instant has been received, in reply to which I have to state, that my instructions from Commodore M. C. Perry, commander-in-chief of the United States squadron in the East India and China seas, directs me to remain at my present anchorage up to a certain time.

The discretion is then left with me to remain or proceed in obedience with my orders, whenever I may consider that I can do so consistently

with the respective claims of the services of this ship in the general protection of the interests of the United States in these seas.

It does not appear to me at present that the insurgents anticipate any move on the city. Should, however, any move be made by them indicating an attack on Shanghai, I assure you I would remain and render all the assistance and protection in my power.

I remain, gentlemen, very respectfully, your obedient servant,

JOHN KELLY,
Commander.

Messrs. RUSSELL & Co.
" BULL, NYE & Co.
" AUGUSTINE HEARD & Co.
" SMITH, KING & Co.
" WETMORE & Co.

Secretary of the Navy to Commodore Perry.

NAVY DEPARTMENT,
October 18, 1853.

SIR: Your dispatch, No. 15, dated at Napa, island of Lew-Chew, June 25, 1853, has been received and perused with much interest. Be pleased to accept the thanks of the department for the valuable extracts from your rough journal touching the "Bonin islands."

Your No. 16, of the 28th of June, has also received consideration. The department discovers nothing to disapprove in the course pursued by Commander Kelly of the Plymouth, and relies, with great confidence, upon the good disposition of the commanding officers under you to extend watchfulness and protection to our citizens residing in China.

Very respectfully, your obedient servant,

J. C. DOBBIN.

Commodore M. C. PERRY,
Commanding United States squadron
East India and China seas, Macao, China.

Commodore Perry to the Secretary of the Navy.

[No. 17.] UNITED STATES STEAM FRIGATE SUSQUEHANNA,
At sea, August 3, 1853.

SIR: My dispatch, No. 16, dated at Lew-Chew, the 28th of June last, will have informed the department of the transactions of the squadron up to that time. Since then I have visited the bay of Yedo, in Japan; have had an interview with a first counsellor of the empire, under circumstances highly satisfactory; have delivered, with all due ceremony, to that personage the letter addressed by the President to the Emperor, as also my letter of credence; have approached, in the "Mississippi," within seven miles of the city of Yedo, and surveyed,

with the ships and boats of the squadron, the bay twenty miles higher than any foreign vessel had ever before reached.

As an account of all the interesting events which transpired during the short stay of the squadron upon the coast could not well be narrated in a formal letter, I have prepared a series of notes, herewith enclosed, which will fully explain to the department the course and policy of my proceedings.

When the additional force which I have been daily expecting shall join me, I may hope, at the proper season, to make still further progress in the difficult task of bringing this impracticable government to a rational understanding of its obligations to other nations, and especially towards the United States.

Every day of observation strengthens the opinion, so often expressed in my communications to the department, that the large and increasing commerce of the United States with this part of the world makes it not only desirable, but indispensable, that ports of refuge should be established at which vessels in distress may find shelter.

To this end I have adopted every possible means of conciliating and bringing into some degree of social intercourse the authorities and people of Lew-Chew, and have made considerable progress, though they are almost identical in appearance, language, religion, customs, and, last of all, in consummate deceit with the Japanese.

A former communication (No. 15) will have informed the department of my transactions at the Bonin islands, and it is my intention to cause the southern cluster, called Coffin's Group, to be surveyed; charts having already been made of Port Lloyd, Peel Island, and of the ports of Napa and Melville, in Lew-Chew, and materials collected for the construction of a chart of the bay of Yedo as far as the squadron penetrated.

I have experienced most seriously the want of a small steamer, not only in surveying service, but in the operations of the squadron upon the coast of China and Japan.

On my next visit to the bay of Yedo, one will be absolutely necessary to enable me to complete the survey of the head of the bay, and to penetrate as near to the city as the depth of the water will allow.

Under these circumstances I shall avail myself of the authority granted in my instructions "to employ dispatch vessels," &c., &c., and endeavor to hire for a short time a steamer of very light draft, the employment of which will save the necessity of keeping the large steamers so much under steam to cover the surveying boats, and thereby save, in the greatly reduced consumption of coal, more than the actual cost of the hire of the extra steamer.

Should the department, however, not approve the temporary employment of such a vessel, there will be time to inform me by the overland mail before it will be necessary to enter into any engagement for the charter, though I trust that the necessities of the peculiar service in which I am engaged will induce a full authority for me to act according to my best judgment in the matter.

Indeed it would be a measure of economy to purchase or permanently hire a small steamer for this station, as she could perform much of the service now necessarily required of the larger vessels, thus largely

saving in the consumption of fuel, a very important consideration when we take into view the difficulty and cost of transporting coals so far.

With great respect, I am, sir, your most obedient servant,

M. C. PERRY,
Commanding East India Squadron.

Hon. JAMES C. DOBBIN,
Secretary of the Navy, Washington, D. C.

Notes referring to events which transpired pending the preliminary negotiations of Commodore M. C. Perry with the authorities of Japan, in July, 1853.

The squadron, consisting of the steamers Susquehanna and Mississippi, and the sloops of war Plymouth and Saratoga, commanded respectively by Commanders Buchanan, Lee, Kelly, and Walker, left Napa Keang, island of Lew-Chew, on Saturday the 2d, and anchored off the city of Uraga, bay of Yedo, Japan, on the afternoon of Friday the 8th of July.

I had, before reaching the coast, fully considered and determined upon the course I should pertinaciously pursue in conducting the delicate and responsible duties which had been entrusted to my charge.

It was to adopt an entirely contrary plan of proceedings from that of all others who had hitherto visited Japan on the same errand—to demand as a right, and not to solicit as a favor, those acts of courtesy which are due from one civilized nation to another; to allow of none of those petty annoyances which have been unsparingly visited upon those who had preceded me, and to disregard the acts as well as the threats of the authorities, if they in the least conflicted with my own sense of what was due to the dignity of the American flag.

The question of landing by force was left to be decided by the development of succeeding events.

In pursuance of these intentions I caused the crews to be thoroughly drilled, and the ships kept in perfect readiness as in time of active war, and being thus prepared for any contingency, I determined to practice upon them a little of their own diplomacy, by forbidding the admission of a single individual on board any of the ships, excepting those officers who might have business with me, and the visits of these were to be confined to the flag ship, on board of which they were not allowed to enter until they had declared their rank and the business upon which they came.

I had also made up my mind to confer personally with no one but a functionary of the highest rank in the empire, and consequently refused to see the lieutenant governor and governor of Uraga, referring them to Commanders Buchanan and Adams, and Lieutenant Contee, who had orders from me to receive them, and to reply under my instructions to their inquiries and verbal communications.

I was well aware that the more exclusive I should make myself, and the more exacting I might be, the more respect these people of forms and ceremonies would be disposed to award me; hence my object, and the sequel will show the correctness of these conclusions.

On anchoring off the city of Uraga, a commercial place distant twenty-seven miles from Yedo, and the place of anchorage of the "Columbus" and "Vincennes," and the British sloop of war "Mariner," the ships were immediately surrounded by numerous boats filled with men, many of whom attempted to get on board, but were, in obedience to my previous instructions, repulsed. One of the most conspicuous of these boats, having on board a person of distinction, was permitted alongside the flag ship, and the officer being asked his rank and business, answered that he was vice governor of Uraga,* and wished to see the officer commanding the squadron, in view of learning his object in coming to Japan; he was told that I would confer with no one but a functionary of the highest rank.

He still urged the necessity of his coming on board to make some inquiries, stating that he held the highest rank in the city, and was the proper person to visit the ship; but, on being peremptorily refused admission, he suggested, as an alternative, that he might be allowed to confer with an officer of rank corresponding with his own. To this proposition I consented, after some intentional delay, and my aid, Lieutenant Contee, was appointed to receive him, assisted by the interpreters, Messrs. Williams and Portman, one speaking Chinese and the other Dutch—the vice governor having an interpreter with him who conversed fluently in the Dutch language.

A conference followed, in which the vice governor propounded numerous questions, very few of which were answered. He was merely told, under instructions from me, that I had been sent on a friendly mission to Japan, with a letter from the President of the United States for the emperor, and it was my desire to have a personal interview with a dignitary of the highest rank, in order to make arrangements for the delivery of copies and translations of the documents with which I had been charged, preparatory to the formal presentation of the originals.

He replied, that Nagasaki was the only place, according to the laws of Japan, for negotiating foreign business, and it would be necessary for the squadron to go there; to which he was told that I had come purposely to Uraga, it being near to Yedo, and should not go to Nagasaki; that I expected the letter to be duly and properly received where I then was; that my intentions were perfectly friendly, but I would allow of no indignity, nor would I permit the guard-boats, which were collecting about the ships, to remain where they were, and if they were not immediately removed, I would disperse them by force. On having this interpreted to him, he suddenly left his seat, went to the gangway, and gave an order which caused most of the boats to return to the shore; but a few of them remaining in clusters, an armed boat from the ship was sent to motion them away, at the same time showing their arms, which had the desired effect, all of them disappearing; and we saw nothing more of them near the ships during the remainder of our stay. Here was the first important point gained.

The vice governor shortly after took his leave, saying that he had no authority to promise anything respecting the reception of the Presi-

* His name was subsequently ascertained to be Tabroske.

dent's letter, but in the morning an officer of higher rank would come from the city, who might probably furnish some further information.

On the following morning, the 9th, the governor of Uraga, "Kayama Yezaïmon," came on board, thus giving the lie to the vice governor, who declared himself of the highest authority in the city; and as this officer was of superior rank to the visitor of the day before, I directed that he should be received by Commanders Buchanan and Adams and Lieutenant Contee, still refusing to receive myself any one but a counsellor of the empire, (cabinet minister.)

The governor, after a long discussion, in which he more than once declared that the Japanese laws made it impossible that the letter should be received at Uraga, that the squadron must go to Nagasaki, and even if the letter of the President were to be received at this place, a reply would be sent to Nagasaki. In answer to this he was told that I would never consent to such arrangement, and would persist in delivering it where I then was; that if the Japanese government did not appoint a suitable person to receive the documents addressed to the emperor, I would go on shore with a sufficient force and deliver them, whatever the consequences might be.

On this being communicated to him, he said he would return to the city and send a communication to Yedo asking for further instructions; that it would require four days to obtain a reply; upon which he was told that I would wait until Tuesday, the 12th, three days, when I should certainly expect a definite answer. Accordingly he left the ship with the understanding that there would be no necessity for any further discussion until the time appointed for the delivery of the answer from court should arrive.

At this interview the original letter of the President, together with my letter of credence, were shown to the governor, encased as they were in the magnificent boxes which had been prepared at Washington, the exquisite workmanship and costliness of which evidently surprised his excellency, and, on leaving the ship, he made an offer for the first time of supplies of water and refreshments, but was told that we did not stand in need of anything.

I had directed that a surveying boat, well manned and armed, from each ship of the squadron, should commence at daylight this morning, the 9th, the survey of the harbor and bay of Uraga, and thinking it quite possible they might meet with some resistance, I instructed Lieutenant Silas Bent, in command of the surveying party, not to go beyond the range of our guns, and caused a look-out to be kept upon them, that assistance might be sent should they be attacked; but though they were followed by numbers of Japanese boats, they did not, on seeing our men well armed, venture to molest them.

The governor inquired what these boats were doing, and, on being told they were surveying the harbor, he said it was against the Japanese laws to allow of such examinations, and he was replied to, that, though the Japanese laws forbade such surveys, the American laws command them, and that we were as much bound to obey the American as he was the Japanese laws. Here was a second and a most important point gained.

The following day, the 10th, was Sunday, and no communication

was had with the Japanese authorities. A boat with some mandarins, accompanied by an interpreter, came alongside and requested to be admitted on board, but, on being asked if they had any business with the commodore, and they replying that they had no special business, but merely wished to have a talk, they were told by my order that they could not be received.

Monday, the 11th. The surveying boats were dispatched early this morning higher up the bay, and Commander Lee, in the Mississippi was directed to get his ship under way to protect them.

The governor, on seeing the Misssissippi going higher up than any foreign vessel had ever before ventured, came on board as I expected he would, though he was told on Saturday that there would be no necessity for further discussion until the reply from Yedo was received.

I had purposely sent the Mississippi and the boats on this service, being satisfied that the very circumstance of approaching nearer to Yedo with a powerful ship would alarm the authorities and induce them to give a more favorable answer to my demands, and so it happened—the governor pretending that his visit to the ship was to bring information that it was very probable the letters (meaning, as I then supposed, the translations of the originals) would be received on the following day and forwarded to Yedo; but he evidently came to ascertain for what purpose the Mississippi and the surveying boats had ascended the bay, and soon put the question.

Anticipating such an inquiry, I directed that he should be informed that unless the business which brought the squadron to these waters was arranged at this time, I should return in the ensuing spring with a larger force, and, as the anchorage in front of Uraga was not convenient or safe, I was desirous of seeking a more favorable situation nearer to Yedo, which would make our communications with that city more convenient.

Tuesday, July 12th. This being the day on which a reply was to be received from Yedo, the governor was on board by 10, a. m., accompanied by two interpreters.

But previously to his arrival I had written the following letter to the emperor, not supposing that he would so readily accede to my demands, and appoint a cabinet minister to meet me, as will be seen by the events of the day that he had already done:

"UNITED STATES STEAM FRIGATE SUSQUEHANNA,
"*Uraga, July* 12, 1853.

"The commander-in-chief of the United States naval forces in these seas, being invested with full powers to negotiate treaties, is desirous of conferring with one of the highest officers of the empire of Japan, in view of making arrangements for the presentation of the original of his letter of credence, as also the original of a letter with which he is charged, addressed to his imperial majesty by the President of the United States.

"It is hoped that an early day will be appointed for the proposed interview.

"To his Imperial Majesty the EMPEROR OF JAPAN."

The governor then went on to say that there had been a misapprehension as to the delivery of the translations of the papers before the originals had been received. Although I was certain there had been no such misunderstanding, nevertheless, I consented, after there had been much discussion, to deliver the translations and originals, as also a letter from me to the emperor at the same time, provided the emperor should appoint a suitable officer to receive them at my hands, and I repeated that I would consent to deliver them to no other than a dignitary of the highest rank. The governor then said that a building would be erected on shore for the reception of myself and suite, and a high official personage, especially appointed by the emperor, would be in attendance to receive the letters; that no answer would be given here, but it would be transmitted to Nagasaki, through the Dutch or Chinese superintendents. This being reported to me, I wrote the following memorandum, and directed it to be translated into Dutch, and fully explained to the governor:

'The commander-in-chief will not go to Nagasaki, and will receive no communication through the Dutch or Chinese.

"He has a letter from the President of the United States to deliver to the emperor of Japan or to his secretary of foreign affairs, and he will deliver the original to none other; if this friendly letter of the President to the emperor is not received and duly replied to, he shall consider his country insulted, and will not hold himself accountable for the consequences.

"He expects a reply of some sort in a few days, and he will receive such reply nowhere but in this neigborhood."

Upon the receipt of this he went on shore, probably to consult some higher authority, as doubtless there were more than one high officer of the court at Uraga, secretly directing the negotiations. He returned in the afternoon to the ship, with the assurance that a very distinguished personage, properly accredited by the emperor, would be appointed to receive me on shore the day after to-morrow, and, being asked what proof I should have of his rank and the validity of his credentials, he said he would bring on board certified copies of the original documents, in order that I should be fully satisfied.

He was then asked where the reception was to take place, to which he replied at a small village (Gore-hama) situated at the head of the bay, since named Reception bay on our chart, about a Japanese mile from Uraga. The inquiry was then made why the meeting could not take place in one of the houses or forts opposite the ships, to which he replied that he would ascertain if such arrangement could be made, and would give an answer in the morning, saying he should be on board early to bring the promised papers and to announce the arrival of the dignitary who had been appointed to receive me. The surveying boats were actively engaged all this day.

Wednesday, July 13.—The governor came on board in the afternoon of this day, apologizing for not being earlier, by saying that the high officer from Yedo had only just arrived; he brought with him the original order of the emperor addressed to the functionary who had to receive me, as also a copy and translation of the same in Dutch, and a certificate of his own verifying the authenticity of the appointment; he

also said that the person appointed by the emperor had no power to enter into discussion with me, but was empowered merely to receive the papers and carry them to his sovereign.

Here follow translations of the papers referred to:

Translation of letter of credence given by the Emperor of Japan to his highness, Toda, Prince of Idzu.

"I send you to Uraga to receive the letter of the President of the United States to me, which letter has recently been brought to Uraga by the admiral, upon receiving which you will proceed to Yedo, and take the same to me."

[Here is the emperor's seal.]

"SIXTH MONTH IN 1853."

Translation of certificate of Kayama Yezaiman, Governor of Uraga, verifying the authenticity of the emperor's letter and seal.

"You can rest assured that the high officer who has been accredited by the emperor of Japan himself, and who consequently comes here to Uraga from Yedo for the purpose of receiving the original and translated letters, is of very high rank, equal to that of the lord admiral. I do assure that.

"KAYAMA YEZAIMAN."

The governor remarked that he had made inquiry as to the practibility of changing the place of meeting, and said that a suitable building had already been constructed, and it would be inconvenient to make a change. This reply I had expected and was prepared for, and not knowing whether any treachery was intended, had ordered the surveying party to examine the little bay at the head of which the building had been erected for my reception. They promptly performed the service, and reported that the ships could be brought within gun shot of the position where they observed great numbers of people employed in the completion of the building, transporting furniture, &c. Accordingly I directed the squadron to be removed in the morning to an anchorage in line covering the whole bay, being determined to prepare against the well-known duplicity of the people with whom I had to deal, the object of selecting the place of meeting not being clearly explained to my mind.

Thursday, July 14th.—This being the day appointed for my reception on shore, and every preparation having been made for landing a formidable escort, composed of officers, seamen, and marines, from the respective ships, about 400 in number, all well armed and equipped, and being ready for disembarcation, the two steamers moved to a position commanding the proposed landing-place, (the sloops-of-war not being able to move for want of wind,) and shortly after the detachments forming the escort were in the boats, and on their way to the shore. where they landed and formed, and were immediately followed by me.

The whole shore of the bay, extending more than a mile, was crowded with Japanese troops—from five to seven thousand—drawn

up under arms. These troops were composed of cavalry, artillery, infantry, and archers; some of the infantry with flint muskets, others with match-locks.

On landing, I proceeded at once to the building erected for the purpose, and was there received by the prince of Idzu, first counsellor of the emperor, and his coadjutor, the prince of Iwami. To the former of these I presented the President's letter, my letter of credence, and three communications from myself, together with transcripts of the same in the English, Dutch, and Chinese languages, for which the prince o Idzu gave me a receipt.

The princes were attended by the governor of Uraga, the chief interpreter, and a secretary.

As it was understood that there was to be no discussion at this meeting, I remained but a short time, taking my departure and embarking with the same ceremony with which I had landed.

[Translation of receipt given by the Princes of Idzu and Iwami to Commodore Perry.]

"The letter of the President of the United States of North America, and copy, are hereby received and delivered to the emperor. Many times it has been communicated that business relating to foreign countries cannot be transacted here in Uraga, but in Nagasaki. Now it has been observed that the admiral, in his quality of ambassador of the President, would be insulted by it; the justice of this has been acknowledged; consequently the abovementioned letter is hereby received, in opposition to the Japanese law.

"Because the place is not designed to treat of anything from foreigners, so neither can conference nor entertainment take place. The letter being received you will leave here."

[Here follow fac similes of signatures in Japanese.]

"THE NINTH OF THE SIXTH MONTH."

The above is a literal translation from the Dutch, in which language the conferences were held, and into which the receipt of the chief counsellors, the princes of Idzu and Iwami, was, doubtless, badly translated from the Japanese by their interpreter.

The following would probably be the correct translation from the Japanese:

"The letter of the President of the United States of North America and copy are hereby received, and will be delivered to the emperor.

"It has been many times intimated that business relating to foreign countries cannot be translated here in Uraga, but at Nagasaki; nevertheless, as it has been observed that the admiral in his quality of ambassador of the President would feel himself insulted by a refusal to receive the letter at this place, the justice of which has been acknowledged, the above mentioned letter is hereby received in opposition to the Japanese law.

"As this is not a place wherein to negotiate with foreigners, so neither can conferences nor entertainment be held. Therefore, as the letter has been received you can depart."

[Signatures as before.]

To show these princes how little I regarded their order for me to

depart, on getting on board, I immediately ordered the whole squadron underway, not to leave the bay as they doubtless expected, but to go higher up, having determined to examine the channel towards Yedo, being satisfied that the employment of so large a force in surveying service and so near the capital, and in waters hitherto unknown to foreigners, would produce a decided influence upon the pride and conceit of the government, and cause a more favorable consideration of the President's letter.

The four ships stood off in a line abreast, running lines of soundings across the bay, until they passed out of sight of Uraga, and at night anchored at a place I have called "American anchorage," ten miles higher than any foreign vessel had ever ascended before.

The following morning, the 15th, the surveying boats were early at work sounding still further up the bay, and in the afternoon, I ascended in the Mississippi ten miles higher, taking the ship within seven miles of Yedo, and twenty miles higher than the usual anchorage at Uraga. We could distinctly see the port or shipping place of Yedo filled with innumerable junks, but the city containing, like those of China, nothing but low buildings, was hidden behind a projecting point.

I might have gone still higher, but was apprehensive of causing too much alarm, and thus throwing some obstacle in the way of a favorable reception at court of the President's letter, which I had delivered only the day before, and which was probably then under consideration; and, thinking that I had done enough to work upon the fears of the emperor, without going too far in my experiment, I caused the ship to rejoin the squadron at the "American anchorage."

In my absence the governor of Uraga came alongside the Susquehanna, apparently very much annoyed at the motions of the Mississippi, and said, probably as an excuse for coming so far from his city, that the letter of the President had been received at court, and would doubtless have a favorable consideration, and he begged the acceptance of a few presents. As I had previously given orders that no one should be admitted on board the ship without my especial permission, neither he nor the presents were received, and he went on shore with the expressed intention of returning the following morning.

During the day all the boats that could be spared from the ships, twelve in number, were busily engaged in surveying the western shore of the bay above Uraga.

The next day, being Saturday, the 16th, the ships were at daylight moved to a bay about five miles above Uraga, which I have called "Susquehanna bay," in the survey of which the boats were now employed. The governor was alongside before we had anchored, and with a renewal of his prediction of the favorable reception of the President's letter. Nothing was said now of sending the answer to Nagasaki, and it seemed the nearer we approached the imperial city the more polite and friendly they became.

He was told, by my orders, that the presents which he brought alongside could not be received if others from me were not accepted in return. To this he at first demurred, by interposing the invariable plea that the Japanese law forbade it, upon which he was answered that *our* laws enjoined a reciprocity of courtesy, and his presents would

not be received. Finding me resolute upon this, as upon all other points of ceremony, he consented to receive in return whatever (excepting arms) I might be disposed to present. Consequently some few articles of more value than those he brought were sent on deck, and when he saw them he declared they were of too much value, and he dared not take on shore anything but what his interpreter and himself could conceal about their persons, when he was informed that if he could not receive the articles openly and without concealment I would send those which he had brought on board back into his boat. Upon this he left the ship, carrying with him all my gifts, excepting three swords, which he was permitted to leave.

In the afternoon he came on board with a trifling present of poultry and eggs, and, determining to be under no obligation to these people, I sent in return presents of greater value to the wives of the governor and his interpreters.

Here was another point gained in the unprecedented circumstance of their consenting to exchange presents.

Having completed the survey of the west side of this magnificent bay from Uraga to a point about 14 miles below Yedo, and sounded with the Mississippi and boats six miles nearer to that city, and acquiring a sufficient knowledge of the bay to conduct the Vermont to the American anchorage, and higher if necessary, I thought it advisable to return to Lew-Chew, intending to dispatch the Saratoga, after we cleared the coast of Japan, to Shanghai, and employ the other vessels on the way in the further examination of the island Oho-sima, but, unfortunately, before reaching that island we encountered a severe gale, which in part defeated the object.

It has already been observed that, in adherence to my previous determination, I had no personal communication with the governor of Uraga, the officer employed by the Japanese government to visit the ship and conduct the preliminary arrangements for my reception; the only persons with whom I had an interview were the princes of Idzu and Iwami; consequently the conferences with the governor were conducted on my part by Commanders Buchanan and Adams, and Lieutenant Contee, assisted by the Chinese interpreter, Mr. S. Wells Williams, and by the Dutch interpreter, Mr. Portman. Although these officers acted under my immediate instructions and were in constant communication with me, much credit is due to them for managing the discussion with great judgment and skill.

I take pleasure, also, in commending the coolness and industry with which the surveying officers under Lieutenant Silas Bent, conducted their laborious duties.

It is proper that I should add, in conclusion, that the governor, in the several conferences on shipboard, evinced great anxiety to learn how long I intended to remain upon the coast, remarking repeatedly that it was the custom of the Japanese government to be very slow in deciding upon matters having reference to foreign countries. Upon these representations, and knowing that the propositions contained in the President's letter were of such importance as to require time for deliberation, overturning as they would, if acceded to, many of the fundamental laws of the empire, I deemed it advisable not to wait for a reply, and for the following reasons:

I had not provisions or water sufficient to allow of my remaining on the coast more than a month longer. I well knew that they could easily and very reasonably defer for a long time any satisfactory reply, for reason of the alleged necessity of calling together and consulting the princes of the empire, as also to consult the dairi or ecclesiastical emperor. Thus I should be put off from day to day, and ultimately be obliged to sail without any satisfaction whatever. This would be construed into a triumph by them and cause a serious injury to the success of my mission.

Taking into view, also, the present disturbed state of China, and the need of one or more ships of the squadron in that quarter, and considering that not a single vessel which had been promised by the department should immediately follow me had yet joined my force, and being without the presents sent from the United States, and those expected in the Vermont, I was glad to have a good excuse for consenting to wait until the ensuing spring for the final answer of the Japanese government.

In the spring I shall have concentrated my whole force, and be prepared with store and coal vessels, and all other conveniences for remaining, if it be necessary, an indefinite time, to secure such concessions as I believe they will be constrained to make.

The exhibition of so large a force, and a continuation of the policy so far successfully pursued, and having given them full time for the consideration of the propositions of the President, I shall be prepared to act very decidedly, and, I trust, with continued success, provided there shall be no curtailment of the force promised me by the government before my departure from home.

Under these considerations I determined to make a credit of necessity, and accordingly prepared a letter, to be delivered with other documents, on the occasion of my reception on shore; but which, of course, would have been withheld if an unfriendly course had been adopted by the Japanese government. The following is a copy of the letter just referred to, and which accompanied the other papers:

Commodore Perry to the Emperor.

"UNITED STATES STEAM FRIGATE SUSQUEHANNA,
"*Uraga, Yedo Bay, July* 14, 1853.

"It having been represented to the undersigned that the propositions submitted through him, to the government of Japan, are of so much importance, and involves so many momentous questions, that much time will be required to deliberate and decide upon their several bearings;

"The undersigned, in consideration thereof, declares himself willing to await a reply to these propositions until his return to Yedo bay in the ensuing spring, when he may confidently hope that all matters will be amicably arranged, and to the satisfaction of the two nations.

"With profound respect,

"M. C. PERRY,
"*Commander-in-chief of the United States naval forces*
"*in the East India, China, and Japan seas.*

"TO HIS IMPERIAL MAJESTY,
"*the Emperor of Japan.*"

It will be perceived by a perusal of the foregoing notes, that in the eight days the squadron remained in Yedo bay I was successful in gaining several important advantages, hitherto denied to all other nations, excepting in a very limited degree to the Dutch and Chinese, and awarded even to them at the expense, on their part, of the most degrading concessions:

First. Guard-boats, which have, up to this time, surrounded foreign ships by hundreds, were immediately dispersed by my orders.

Second. Extensive surveys were made of waters hitherto unknown to foreigners, within a few miles of Yedo, and under the guns of numerous batteries.

Third. The accomplishment of my predetermined intention to confer with no one but a dignitary of the highest rank in the empire, and of being received in a manner honorable to my government and myself, and without the slightest deviation on my part from those simple rules of diplomatic courtesy recognized by our institutions. Whilst the governor of Uraga prostrated himself on every occasion of addressing the prince of Idzu, myself and staff were quietly seated opposite the princes Idzu and Iwami and their secretary, with no more ceremony than was due to a similar conference with any other commissioner duly accredited.

Fourth. I required in the receipt and delivery of presents, conformably to invariable eastern custom, that the United States should be on a footing of equality, thus destroying the presumed claim hitherto held forth by China and Japan, that all presents to the respective emperors have been tendered as tributes to superior powers.

And lastly. I have endeavored to inculcate the idea, that as the government of the United States is superior in power and influence to Japan, so its overtures have been dictated alone by a desire to be on terms of amity with all nations, to give protection to our seamen and other citizens, and especially to cultivate a friendly intercourse with an empire whose geographical position has been brought by the power of steam commercially near to our Pacific ports.

Respectfully submitted,

M. C. PERRY,

Commander-in-Chief United States Naval Forces,
East India, China, and Japan Seas.

UNITED STATES STEAM FRIGATE SUSQUEHANNA,
Napa Keang, Lew-Chew, July 30, 1853.

Commodore Perry to the Emperor.

U. S. STEAM FRIGATE SUSQUEHANNA,
Off the coast of Japan, July 7, 1853.

The undersigned, commander-in-chief of all the naval forces of the United States of America stationed in the East India, China and Japan seas, has been sent by his government to this country, on a friendly mission, with ample powers to negotiate with the government of Japan, touching certain matters which have been fully set forth in the letter of the President of the United States, copies of which, together with copies

of the letter of credence of the undersigned, in the English, Dutch, and Chinese languages, are herewith transmitted.

The original of the President's letter, and of the letter of credence, prepared in a manner suited to the exalted station of your imperial majesty, will be presented by the undersigned in person, when it may please your majesty to appoint a day for his reception.

The undersigned has been commanded to state that the President entertains the most friendly feelings towards Japan, but has been surprised and grieved to learn that when any of the people of the United States go, of their own accord, or are thrown by the perils of the sea, within the dominions of your imperial majesty, they are treated as if they were your worst enemies.

The undersigned refers to the cases of the American ships Morrison, Lagoda, and Lawrence,

With the Americans, as indeed with all Christian people, it is considered a sacred duty to receive with kindness, and to succor and protect all, of whatever nation, who may be cast upon their shores, and such has been the course of the Americans with respect to all Japanese subjects who have fallen under their protection.

The government of the United States desires to obtain from that of Japan some positive assurance that persons who may hereafter be shipwrecked on the coast of Japan, or driven by stress of weather into her ports, shall be treated with humanity.

The undersigned is commanded to explain to the Japanese that the United States are connected with no government in Europe, and that their laws do not interfere with the religion of their own citizens, much less with that of other nations.

That they inhabit a great country, which lies directly between Japan and Europe, and which was discovered by the nations of Europe about the same time that Japan herself was first visited by Europeans; that the portion of the American continent lying nearest to Europe was first settled by emigrants from that part of the world; that its population has rapidly spread through the country, until it has reached the shores of the Pacific ocean; that we have now large cities, from which, with the aid of steam-vessels, we can reach Japan in eighteen or twenty days; that our commerce with all this region of the globe is rapidly increasing, and the Japan seas will soon be covered with our vessels.

Therefore, as the United States and Japan are becoming every day nearer and nearer to each other, the President desires to live in peace and friendship with your imperial majesty, but no friendship can long exist, unless Japan ceases to act towards Americans as if they were her enemies.

However wise this policy may originally have been, it is unwise and impracticable now that the intercourse between the two countries is so much the more easy and rapid than it formerly was.

The undersigned holds out all these arguments in the hope that the Japanese government will see the necessity of averting unfriendly collision between the two nations, by responding favorably to the propositions of amity, which are now made in all sincerity.

Many of the large ships-of-war destined to visit Japan have not

yet arrived in these seas, though they are hourly expected; and the undersigned, as an evidence of his friendly intentions, has brought but four of the smaller ones, designing, should it become necessary, to return to Yedo in the ensuing spring with a much larger force.

But it is expected that the government of your imperial majesty will render such return unnecessary, by acceding at once to the very reasonable and pacific overtures contained in the President's letter, and which will be further explained by the undersigned on the first fitting occasion.

With the most profound respect for your imperial majesty, and entertaining a sincere hope that you may long live to enjoy health and happiness, the undersigned subscribes himself,

M. C. PERRY,
Commander-in-chief of the United States naval forces in the East Indies, China, and Japan seas.

To His Imperial Majesty,
the Emperor of Japan.

Note.—The foregoing embraces the substance of the language used in my instructions from the Navy Department.

M. C. P.

The Secretary of the Navy to Commodore Perry.

United States Navy Department,
Washington, November 14, 1853.

Sir: Your several dispatches, bearing date August 3, 1853, have been received. I have perused them with much interest and avail myself of this occasion to assure you of my gratification that your long and perilous voyage to Japan and return to China have been accomplished successfully, and that, in the experiment of attempting to secure intercourse with that singular people, you were so well sustained by the prompt and efficient co-operation of the officers and men under your command.

These communications have all been submitted to the President, who, while he would be happy to see your interesting mission crowned with success, and would aid you as far as he can legitimately, desires to impress you with his conviction that the great end should be attained, not only with credit to the United States, but without wrong to Japan. I need not remind you that your mission is one of peaceful negotiation, and that, although in consideration of the peculiar character of the Japanese much importance may well be attached to the exhibition of impressive evidences of the greatness and power of our country, no violence should be resorted to except for defence.

It is very desirable to make our navy an efficient branch of the government, both in extending and protecting commerce and trade; but as Congress alone has power to declare war, too much prudence cannot be exercised, even in the great work in which you are engaged.

These suggestions are not made to discourage your laudable zeal, nor to detract from the magnitude of your mission. Every confidence is reposed in your judgment and patriotism. They have, however been called forth by a portion of your interesting notes, in which you

express some hope of success in the spring by operating on the fears of the Japanese, but speak, at the same time, of the number of the batteries already erected on the shore to "expel the Americans," and of the probability of more being constructed before spring, thereby intimating the opinion that they are preparing to give you a warlike reception. The following are the portions of your dispatches to which I refer:

"The land is highly cultivated and the shores are lined with flourishing towns and villages, intermingled with *batteries;* and the waters are everywhere covered with large and commodious boats.

"Many of the batteries are new and seem to have been planned with some regard to the rules of engineering; others are in progress of construction, designed probably to expel the Americans from their coasts. Doubtless many others will be erected before the ensuing spring for the same object; but with the force I shall have, and especially with the aid of the Vermont, I shall not be deterred from penetrating to the very head of navigation in the bay, and within three or four miles of Yedo, perhaps within gun-shot.

"It is very certain that the Japanese can be brought to reason only through the influence of their fears, and when they find that their sea-coast is entirely at the mercy of a strong naval force they will be induced, I confidently hope, to concede all that will be asked of them; and I feel assured that, even if they cannot be brought to any treaty arrangement, strangers who may hereafter be thrown upon their shores will be treated with kindness."*

If the department desired to add the Vermont to your force, as was contemplated by my predecessor, it cannot be done, on account of the impossibility of procuring seamen. Vessels already manned cannot be spared, as their services are otherwise more urgently needed.

When the Saratoga leaves you, and after supplying the Hon. Mr. McLane, commissioner to China, with the steamer directed by this department on the 28th ultimo, you will have still two steamers, and, on the arrival of the Macedonian, three sloops-of-war, besides the store-ships. The President entertains the opinion that this force will be amply sufficient for all purposes of defence, and will be an exhibition of power calculated to impress the Japanese favorably, and effect the object of your mission, so far as naval force can effect it, unless landing large bodies of men and invasion be contemplated, which Congress, in its wisdom, I presume, will not be disposed to sanction in a country so remote without great provocation. Mr. McLane goes to China with every disposition to co-operate with you, and will, no doubt, aid you as far as possible.

Your presence and personal observation of the state of affairs of course enabled you to judge more correctly of what was expedient than those who are remote from the scene; but in consideration of the vast expense, and the great need of some of your squadron for other important purposes, it is much to be regretted that final action should have been postponed to so late a period as next spring.

The President desires that as you have advanced thus far, and have

* These extracts have been copied from a confidential communication not sent to Congress.—P.

given notice of your intention to return in the ensuing spring, you will accordingly proceed to Japan and resort to every honorable and reasonable effort to persuade the Japanese to abandon their inhospitable and unsocial system and to effect a treaty of amity and commerce.

You will, on your return to China, give our commissioner, as well as this department, information of the results of your efforts, and cooperate with him in the execution of his mission to China.

You think that in the saving of coal it will be economy to hire a small steamer on your next visit to the bay of Yedo. If this is your judgment, the department approves of such a course, and takes this occasion to suggest that, in consideration of the great expense attending the delivery of coal in the East Indies, it is very important that steam should only be used when in your judgment it is indispensably necessary.

A copy of the instructions from the State Department to Mr. McLane is herewith enclosed. Mr. McLane has been furnished with a copy of this dispatch to yourself.

Wishing you every success in your enterprise, I am, respectfully, your obedient servant,

J. C. DOBBIN,
Secretary of the Navy.

Commodore M. C. PERRY,
Commanding United States Squadron, East India and China seas.

Commodore Perry to the Secretary of the Navy.

[No. 18.] MACAO, CHINA, *August* 31, 1853.

SIR: I have the honor to transmit herewith copies of certain communications which have passed between the American merchants at Canton and myself.

It is evident, as well from the representations of these gentlemen as from common observation, that elements are at work in China which, at no distant period, will bring about a change of dynasty, and a state of things more consonant with the enlightenment of the present age.

The prospective chances of success of the opposing parties are much in favor of the insurgents, or, as they may now be more correctly styled, revolutionists.

Up to this time, the latter have exercised great discretion with respect to resident foreigners, seeming rather disposed to conciliate than to oppress, the missionaries, who alone have come in immediate contact with them; indeed, they pretend to a profession of faith somewhat analagous to the Christian religion, and have kindly received the visits of a Mr. Taylor, American missionary, and invited amongst them a Mr. Roberts, also an American, who, it appears, is a personal friend of one of the chiefs of the revolutionary party.

It is difficult to obtain accurate information as to the movements of the contending armies. The general opinion, however, is that the fortunes of the revolutionists are in the ascendant, and that Pekin ha already, or must soon, fall into their hands.

The occcupation of the seat of government will probably decide the question of Chinese ascendancy and the overthrow of the Tartar dynasty. But years will elapse before any solid government can be permanently established. At present there is little organization in the revolutionary camp.

It is most certainly the true policy of the United States and England (the only two powers having extensive commercial relations with China) to remain quiet, and to wait the proper time for action, and when that time does arrive, to push with energy the doctrine of international rights and privileges, stopping nothing short of an open recognition on the part of the dominant power of a more liberal commercial and social intercourse, and of our right to establish a resident minister at Pekin.

The Americans are looked upon with more favor than the English, as the incidents of the opium war are still indignantly remembered by the Chinese; and I feel assured that we should have the advantage in negotiation, provided no false step is made before the ultimate issue of the war is fully ascertained.

A friendly advance to one party would injure our interests with the other, if perchance we should approach the losing side. Hence one of the reasons which induced me to stop the movements of the Susquehanna, so strangely authorized by Commander Kelly, and to decline co-operation with Mr. Marshall in his desired attempts to reach Pekin—an experiment which I believe would have proved abortive, and led to injurious consequences.

If we remain quiet, our relations with the Tartar government, should it triumph, cannot be in the least affected; and should the revolutionary party succeed, we shall be greatly the gainers. Therefore, for the present, the exercise of a "masterly inactivity" is our best policy, whilst all our energies should be turned to the bringing within the family of commercial, or at least trading nations, the empire of Japan and its dependencies.

The first step has already been successfully taken, and I feel a strong hope that, if left to act alone, and nothing interferes to derange my plans, I shall be ready in the early spring to carry out the expectations of the government.

Meanwhile the ships are usefully employed upon this coast, and in surveying.

I append two extracts from the circular of Messrs. Nye, Parker & Co., most intelligent merchants; as also a copy of a report of Lieutenant Commanding Sinclair, as illustrative of the foregoing remarks.

With great respect, I have the honor to be, your most obedient servant,

M. C. PERRY,
Commander-in-Chief United States naval forces in the East India, China, and Japan seas.

To the Hon. J. C. DOBBIN,
Secretary of the Navy, Washington, D. C.

UNITED STATES SHIP SUPPLY,
Hong Kong, August 28, 1853.

SIR: I have the honor to report to you the arrival of this ship, under my command, from Lew-Chew, via Amoy, at which port I touched, in obedience to your order of July 31st, ultimo, and remained four days.

The rebels, eighteen thousand in number, still hold possession of the city, and business of every kind has been suspended for three months past. The persons and property of all foreigners have been most scrupulously respected, and not one act of violence or indignity has been offered to any individual; nor do they fear anything of the sort will occur. There are only three Americans in Amoy—two missionaries and our consul—and no American trade direct. The only commerce with the United States is carried on through other ports in China.

I am, sir, respectfully, your obedient servant,

A. SINCLAIR,
Lieutenant Commanding.

To Commodore M. C. PERRY,
Commanding United States naval forces,
East India, China, and Japan seas.

CANTON, *August* 18, 1853.

SIR: We, the undersigned, American merchants, beg leave to offer your excellency our congratulations upon your safe return to China, and upon the satisfactory result of your initiative visit to Japan.

We hear with great satisfaction that you will remain here, and retain the most of the ships under your command upon these coasts until the period of your proposed return to that country, in prosecution of the further objects of your mission in the ensuing spring; and we esteem it a most fortunate circumstance for the material interests of our country, that so powerful and efficient a force, commanded by an officer so justly entitled to the confidence of his government, will be held available for the protection of interests of such magnitude during the next six months—a period which has in it all the uncertainties incident to the state of complete disorganization into which this empire has fallen.

We can, indeed, scarcely magnify the importance of the present crisis in the affairs of this country, or the influence of such a state of things upon the prosperity of our commerce and the safety of our intercourse.

It is, we believe, now apparent to all observers that we are witnessing the overthrow of the government of the Tartars, whilst as yet we look in vain for a power to replace it upon a settled and firm basis. Although the majority of the Chinese people are distinguished by a disposition to cultivate the peaceful pursuits of industry and commerce; and although we have every reason to believe that the revolutionists are favorably disposed to foreign intercourse, and these are almost of great promise for the future prosperity of our trade, yet it cannot be disguised that, should the present convulsed state of things be prolonged, this mutually beneficial trade will continue to dwindle away, if it does not, in respect to the importation of American goods, which is of great importance to our country, suffer a complete extinction; but

whilst we allude to these more remote consequences of this struggle for empire, our more immediate purpose and wish is to call your attention to the present condition of affairs here, with a view of obtaining more available protection for a large amount of property that is here constantly exposed to the violence of a mob or the strife of contending forces.

We are sensible of your vigilance in behalf of these interests, and acknowledge with extreme satisfaction the prompt sending of the steamer Mississippi to the lower reach of Whampoa, on your arrival at Hong Kong; and we are the more ready to address you upon these points, because we see every indication of a desire to render all possible protection to the interests in our charge; our purpose, indeed, is rather to convey information as to the most available and efficient modes of affording such protection than to suggest a course of proceeding.

We wish, in this sense, to state that so completely paralyzed is the power of the government that it may be said that the whole country about Canton is swarming with thieves and desperate fellows, who are lying in wait for an opportunity to attack and plunder the foreign residences, if not to wreak their vengeance upon the persons of their occupants. We have long been protected, in common with British subjects, by a steamer or sloop-of-war of her Britannic majesty, stationed near the factories, in the Macao passage, or directly in their front; and we beg to say that we believe the Vandalia might be anchored in the Macao passage with perfect safety, as respects the draught of water, or that even the Mississippi might proceed up the Blenheim reach to a point within about two miles of the factories, where her Britannic majesty's ship Blenheim of seventy guns was anchored for a number of weeks, in 1841. In either of these positions the force would be made available with perfect ease, in case of a fire or of any other cause of a sudden outbreak; whereas, from the present position of the Mississippi no aid could be furnished in time to protect life and property efficiently; and we beg leave to add, for your information, that the freshets are much less strong in the Macao passage than in the Junk river, and that the southwest monsoon, or summer wind, is much more regular; so that, in all respects, the stations we indicate are preferable to the lower reach.

With these remarks, and the offer to give you any further information or assistance in our power,

We are, sir, with great respect, your obedient servants,

NYE, PERKINS & CO.
AUGUSTINE HEARD & CO.
H. A. MORE & CO.
KING & CO.
JAMES PURDON.
RUSSELL & CO.
HENRY H. HUBBELL.
W. C. HUNTER.
WM. D. LEWIS.
LIONEL MOSES.
THOMAS WALSH.

His Excellency Commodore Perry, *Macao.*

MACAO, *August* 24, 1853.

GENTLEMEN: I have have had the honor of receiving your communication of the 18th instant, in which you describe the present threatening aspect of political affairs in China, and speak of the necessity of prompt assistance should sudden commotions arise in Canton.

I hardly need assure you, in reply to the flattering expressions contained in your communication, that as it ever has been my desire, during a long course of service, to dispose of the forces placed at my command in such manner as in my judgment would best subserve the honor and interests of our common country, so I shall be prepared for the present, and until a special duty calls me elsewhere, to adopt every means of securing the lives and property of American citizens in China, and I trust that a lapse of a few weeks will furnish information enabling us to judge more advisedly of the probable issue of events.

It will be perceived by reference to the enclosed copy of an order, that I have directed an examination of the river above Whampoa, in view of moving the "Mississippi" higher up. Meanwhile, if the merchants of the city deem it expedient, a guard of marines, and one or more pieces of artillery can be sent from that ship to remain at the Factory; and Commander Lee will be prepared, upon requisition of the acting vice-consul, Mr. R. T. Sturgis, to land, at a moment's notice, an advance guard, to be followed, if need be, by a much larger force, composed of detachments from the other ships in the river.

On inquiry of Captain Endicott and others, I learn that the Mississippi, drawing as she does, when light, nearly 19 feet, cannot ascend to the point indicated in your letter; but I expect in a few days the storeship Supply, which vessel has an efficient armament, and room for the accommodation of 150 men. She can reach the city, and, if it be found necessary, will, on arrival, be immediately dispatched.

Thus, having a large ship at Whampoa in readiness to land her officers and crew, and one of lighter draft abreast the city, sufficient protection will be afforded not only to the property of our own countrymen, but to that of all the foreign residents, as it is equally my wish to render assistance, if required, to the people of all nations whose safety may be endangered by unlawful violence.

With great respect, I have the honor to be your most obedient servant,

M. C. PERRY,

Commander-in-chief U. S. naval forces,
East India, China, and Japan Seas.

To Messrs. NYE, PERKINS & Co., AUGUSTINE HEARD & Co., WETMORE & Co., KING & Co., JAMES PURDON, RUSSELL & Co., HENRY H. HUBBELL, W. C. HUNTER, WM. D. LEWIS & Co., LIONEL MOSES, THOMAS WALSH.

P. S. If there should be any delay in the arrival of the Supply, I shall send the storeship Southampton to the city as soon as she can be partly discharged.

Commodore Perry to the Secretary of the Navy.

[No. 20.] MACAO, *September* 2, 1853.

SIR: In connexion with my previous communications, Nos. 18 and 19, I now have the honor to inform the department of the condition of the vessels of my command, their present employment, &c.

Susquehanna, present flag-ship, at Cum-Sing-Moon, Canton river, not in good condition, but with care and watchfulness, will answer for another season on the station.

Mississippi, at Whampoa, for the protection of the merchants in Canton, in good condition, and ready for any service.

Powhatan, now at Hong Kong, just arrived from Lew-Chew, and ordered to Cum-Sing-Moon for repairs of engine and boilers, which will require a period of two months, and will be done by workmen of the squadron. This vessel is not in good condition, but I hope on examination to give such instructions as will remedy some of her many defects.

Macedonian, just arrived from the United States, at Cum-Sing-Moon, in readiness to proceed to any point where her services may be needed.

Vandalia, just arrived from United States, the same.

Saratoga, protecting American interests at Shanghai, and undergoing repairs; having, by examination of her bottom by sub-marine apparatus, discovered an injury to her forefoot, occasioned by the vessel getting on shore before my arrival on the station. I have thought it unsafe to send her home without these repairs.

Plymouth, in good condition, at Lew-Chew, to sustain the position assumed by me with respect to the authorities of those islands, and to look after a small depot of coal I have established at Napa, preparatory to ulterior movements.

Commander Kelly has also instructions to continue the surveys previously commenced of Great Lew-Chew, and to proceed after the typhon season is over, to the survey of the southern group of the Bonin Islands.—(See copies of accompanying instructions to, and report of, Commander Kelly, lettered A B C.)

The storeship Supply, just arrived from Lew-Chew, via Amoy, in good order; she being the only vessel of the squadron of sufficiently light draft to ascend the river as far as Canton, has been ordered to take her station opposite the city for the protection of merchants, in case of an outbreak, hourly expected; she will have a guard of marines temporarily attached to her.

The Southampton, in good condition, just arrived from Valparaiso, is now discharging.

It is impossible to predict with any certainty the issue of events in China, each day may bring about some important change, and months may elapse without the occurrence of a single event of moment.

I may well hope, however, that something may transpire to calm the present alarm of the merchants at Canton, before it will be necessary for me to proceed with my whole force again to Yedo, in accordance with the intentions expressed by me in writing to the emperor.

The ultimate success of this mission will depend entirely upon the

means I may have of keeping up the moral influence upon the government of Japan, which my first visit imposed.

It is only by working upon the fears of the rulers (for the people are friendly enough) that the least particle of justice can be obtained from them; hence my anxiety to carry with me the most imposing force I can collect, not so much for actual coercive purposes, as for an object strictly diplomatic; not only because it will hasten, but make more certain a favorable result.

To this end I shall retain the three storeships until after my visit to Yedo. These being armed, will answer the double purpose of adding to the number of ships, and of carrying coals and provisions; thus enabling the steamers to remain upon the coast until the Japanese government can have no longer an excuse for not coming to terms.

One or more of these, together with the Saratoga and Plymouth, I propose to dispatch by May or June to the United States, direct from Japan, thus establishing the first communication by ships between the two countries.

However I may regret the causes which have made it necessary to withdraw the Vermont and Alleghany from my command, it is my duty to do the best I can with the means placed at my disposal.

And I trust that there will be no change in my instructions that will divert me from this great object of my life. I had the assurance of the former administration, especially of Mr. Webster, that I should act alone in this responsible duty, and such was the understanding when I assumed command.

As the service is one strictly naval, and must be managed by naval means, the free and uncontrolled command of my whole force is absolutely necessary to secure anything like success; a pursuance of the rules of ordinary diplomacy cannot have the least effect upon these sagacious and deceitful people.

I beg to be excused for the voluminous character of my communications by this mail; my long absence from the mail route has occasioned an accumulation of matter to be communicated.

With great respect, I have the honor to be, your obedient servant,

M. C. PERRY,

Commander-in-chief United States naval forces,
East India, China, and Japan Seas.

Honorable J. C. DOBBIN,

Secretary of the Navy, Washington, D. C.

A.

Extracts from instructions to Commander J. Kelly.

As you are familiar with all the circumstances connected with our relations with the authorities and people of this island, and of my object in bringing about a greater degree of confidence and a more extended social and commercial intercourse with them, I have to request that you will avail yourself of every means of conciliating their friend-

ship and good-will, exercising towards them a kind but firm bearing, insisting on their fulfilment of all the stipulations agreed upon yesterday, and being careful to receive no aid or benefit from them which in other countries are paid for, without constraining them to receive compensation for the same.

And it will be indispensably necessary, to the attainment of the objects in view, that the officers and crews of the several vessels of the squadron should conduct themselves with great circumspection in their intercourse with the people, to the end that they may gradually relax in their unsocial habits, and become more familiar with our more friendly customs.

It will be necessary that two strong boats (scow shape) should be built, purchased, or hired, for the landing and shipping of the coal. This you will please attend to.

It will be optional with yourself to remain at Napa with the Plymouth or other ships that may arrive whose commanders may be junior to you, and whose vessels are not otherwise disposed of, or remove to Port Melville. And should you adopt the latter course, it will be necessary that you leave a competent officer, with a boat and boat's crew, to occupy the house hired on shore, to be in readiness to board vessels arriving, to pilot them in, and to watch and keep in their proper position the buoys which will be this day placed to mark the south channel.

When the weather promises to be fine, and you have leisure, you will employ two of the ships' boats in surveying the eastern side of the island; enjoin upon the officers in charge to run no risk, and to be careful to secure at night a good harbor for their boats and camping places on shore.

The reefs and islands which make off from the eastern side of Lew-Chew are dangerous, and it is desirable that they should be carefully explored. Perhaps there may be some ports of refuge in bad weather that may be discovered by this examination.

B.

Instructions to Commander Kelly to remain at Lew-Chew.

UNITED STATES STEAM FRIGATE SUSQUEHANNA,
Napa, Lew-Chew, July 30, 1850.

SIR: When you may have considered the hurricane season to have passed, say about the first of October, you will (unless strong public reasons require your continuance at the island) proceed with the Plymouth under your command to Port Lloyd, Peel island, one of the Bonin group.

You will, on arrival, inquire into the condition of the settlers at that place; and especially with respect to Nathaniel Savory and John Smith, two persons rated on the books of this ship, and rendering to all the settlers at that place such aid as you can proffer consistently with the nature of the service in which you are engaged.

Obtaining the services of one or more of the settlers as pilots and guides, you will proceed, either with your ship or boats, as you may deem most advisable to the cluster of islands lying to the southward of Peel island, and improperly called on Beechey's chart Baily's group, they having been discovered and so named, before Beechey saw them, by a Captain Coffin, most probably an American, judging from the peculiar name.

Therefore the name is to be retained, and will be so noted on the chart which you are to make.

To the principal island of the group, or that which has the best and most commodious harbor, you will give the name of "Hillsborough," and to the port the name of Newport.

You will cause the shores of the islands to be thoroughly surveyed, in view of discovering ports and convenient anchoring places, especially with respect to a port suitable for a coal depot, the construction of sheds and wharves.

The interior of the islands will be fully explored; in which duty you will call into action the talents of the civil as well as the other officers of the ship.

It is desirable that you should obtain information respecting the geological formation of the islands, the character of the soil, its suitableness for cultivation, the indigenous timber and plants, the quality of its timber for mechanical purposes, the animals, birds, reptiles, the kinds and description of fishes in the neighboring waters, including the families of cetacea, testacea, and molusca; the convenience of obtaining wood and water, the quality of the water; in fine, to obtain all and every information which may contribute to a full knowledge of the entire group.

Charts are to be made of the coasts and harbors, with such explanations and meteorological observations as may the better enable you to report upon the subject.

When these duties are accomplished, you will return to Napa and await further orders.

During your absence you will leave at Napa an officer with a boat and boat's crew, suitably armed and equipped, whose duty it will be to look out for the hired house on shore, the coal sheds, and to board outside and pilot into port such vessels as may appear off the harbor; also, to watch and keep the buoys in their proper places.

Respectfully, &c.,

M. C. PERRY,
Commander-in-chief East India Szuadron.

Commander JOHN KELLY,
Commanding United States Ship Plymouth.

P. S.—I will thank you to make inquiries as to the cattle and sheep I placed on Peel, and the sheep on Stapleton island.

C.

UNITED STATES SHIP PLYMOUTH,
Napa Kiang Roads, Lew-Chew, August 22, 1853.

SIR: The sailing of the Caprice enables me to inform you that I have this day heard from our surveying party. Lieutenant Balch informs me that they are getting along very well. They were, at the time of his writing, the 20th instant, encamped on Bama Island, a short distance to the southward of Barrow's bay.

We are all in good health, except some chronic cases, as you will perceive by the enclosed report, but very tired of this place.

I have the honor to be, sir, very respectfully, your obedient servant,

JOHN KELLY,
Commander.

Commodore M. C. PERRY,
Commanding United States naval forces
East India, China, and Japan seas.

Secretary of the Navy to Commodore Perry.

U. S. NAVY DEPARTMENT,
Washington, November 19, 1853.

SIR: Your several dispatches, Nos. 18, 19, and 20 have been received.

The department is much gratified to learn from them that the squadron under your command has cautiously avoided involving our government in the disturbances which agitate the people of China, and is, therefore, in a condition to avail itself favorably of the result of the revolution.

Your disposition to protect the interests of Americans in China, and to co-operate cheerfully in advancing the interests of our government, will meet with every encouragement from the department.

In reply to your No. 18, you are authorized to make such advances to Dr. Morrow as your judgment may approve, keeping an account thereof, that they may be refunded by the Department of the Interior.

Transmitted herewith is a duplicate of a dispatch from this department, dated November 14th, instant, addressed to yourself, the original of which has been intrusted to the Hon. Mr. McLane, our commissioner to China, who intended to sail this month in the steamer for Havre, thence by the overland route. The President, however, in consideration of the near approach of the meeting of Congress, deems it advisable that he should not leave the country until he shall be confirmed by the Senate.

I am, very respectfully, your obedient servant,

J. C. DOBBIN,
Secretary of the Navy.

Commodore M. C. PERRY,
Com'dg U. S. Squadron East India and China seas.

Commodore Perry to the Secretary of the Navy.

[No. 21.] MACAO, *September* 26, 1853.

SIR: I have the honor to enclose herewith duplicates of previous communications, Nos. 18, 19, and 20.

Nothing of very important interest has occurred in China since my last dates. Shanghai has fallen into the hands of the insurgents, but neither the persons nor property of foreigners have been disturbed. The Saratoga is at that place for the protection of American interests, and I have two vessels at and near Canton for the same purpose.

No serious disturbance has yet transpired in that city, but an outbreak is now, and has been for some time, hourly looked for.

I beg to invite the attention of the department to the increasing wants of the squadron of many articles usually shipped to foreign stations by the bureau of construction and equipment, some change having taken place, as I learn, in that bureau, may have changed also the source of supplies of articles of chandlery.

The moist climate of the east is very destructive to sails, cordage, &c., and though almost every description of article required for ships may be purchased in China, yet at high prices; and when the present unusual rates of exchange, now 6*s.* 6*d.* sterling for the Spanish dollar, are considered, it makes the prices of articles furnished *very* high; hence I have thought it advisable to advertise for tenders for supplying such articles as it may be necessary to purchase. This will invite competition, and we shall make our purchases on much better terms; still, it is better to send the supplies from our navy yards at home, not by the slow and uncertain conveyance of storeships, but by freighting vessels constantly sailing from New York and Boston for Hong Kong; thus our supply will be kept up, and the cost of transportation be much less than if freighted by storeships.

I would suggest that nothing more, whether coal, provisions, or stores, be sent to Shanghai, the navigation of that river is so dangerous to large ships.

The two storeships now here and the one expected (the Lexington) will be of great service to me in conveying coals to the bay of Yedo, and helping to increase the number of the vessels of the next expedition to Japan, upon which I shall sail soon after the arrival of the Lexington, as I am fearful of some interference from other powers.

I learn indirectly that the French government contemplates sending a force to Japan, and yet I can hardly believe it to be true, as it would be unfair to intermeddle just at this time.

A Russian admiral, in a fifty-gun ship, accompanied by a small steamer, touched, in June last at Canton, and sailed in quest of me, declaring such intention to Mr. Forbes, the United States consul, also informing that gentleman that he had instructions from his government to co-operate with me.

I have heard nothing more of the Russian force, probably the admiral not finding me at the north, as the squadrons must have crossed each other, has gone to Kamschatka.

I propose to send the Plymouth and Saratoga home in the spring,

with one of the storeships; until then their services cannot well be dispensed with.

With great respect, I am, sir, your most obedient servant,

M. C. PERRY,
Commander-in-chief U. S. naval forces,
East India, China, and Japan seas.

Hon. JAMES C. DOBBIN,
Secretary of the Navy, Washington, D. C.

Commodore Perry to the Secretary of the Navy.

[No. 22.] MACAO, *October* 9, 1853.

SIR: I have the honor to transmit herewith a copy of a correspondence between the Hon. Humphrey Marshall and myself, and to state that all remains quiet at Canton; and, by last advices from Shanghai, the new possessors of the city had given no uneasiness to the foreign residents.

With my present information, I am inclined to think that the reports of the dangers to which the life and property of foreigners are exposed in China are greatly exaggerated.

Notwithstanding the many disturbances and changes of local government, which are constantly occurring, there has not been an instance of molestation of foreigners or their property; the insurgent party seeming rather to be desirous of conciliating the friendship and gaining the protection of strangers.

In the recent revolution at Shanghai, causing the overthrow of the imperial authorities, Americans and other foreigners walked through the streets, in the very midst of the tumult, without insult or hindrance.

Though I ever have been, and shall always continue to be ready, when in command, to afford such means as may be at my disposal to satisfy, as far as practicable, the many demands of merchants for protection of their property, there should be some limit to these demands, especially as our consuls abroad are very generally engaged in commerce; in China they belong to leading houses.

The most profitable branch of trade carried on by many of the Americans, English, and other foreigners, is of a clandestine character, in violation of the laws of China and the stipulations of the Cushing treaty; and it is difficult for a naval commander, in extending the protection of his ship, to distinguish between the property engaged in the legal or illegal trade.

I have made the foregoing remarks with reference to the accompanying correspondence, as also to that which transpired in my last, when I was about sailing for Japan, copies of which (dated the 16th of May, 1853) were transmitted to the department.

In no navy in the world, serving on foreign stations, certainly in none with whose regulations I am acquainted, and especially with respect to the English and French squadrons now serving in these seas, has an ambassador, resident minister, or consul, the slightest

right to interfere. If it were so, the commanders of such forces would find themselves entirely powerless to effect any object of usefulness.

It is the duty of the commander to advise with and to act in concert, so far as may be practicable, with these functionaries; but no one but themselves can properly judge of the fitness of their ships for particular service, their supplies of provisions, and for steamers, of fuel and the means of obtaining it; the condition of engines, the adaptation of vessels for certain navigation, the health of the officers and crew, and the necessity of protecting them in every possible way from unnecessary exposure.

These are matters rarely considered by those who invoke assistance and whose whole thoughts are ever engrossed in their business.

We have at this time much sickness, causing within a few days several deaths, including that of Lieutenant Joseph H. Adams, and it is highly necessary that the officers and men, at this most sickly of all seasons, should not be unnecessarily exposed. Indeed, I am obliged to have the steamer stationed near Canton relieved at short intervals by another, to prevent a too fatal introduction of sickness on board by a long continuance in the river.

Had I complied with the request of Mr. Marshall in May last, already referred to, I could not have visited Japan, and now to employ nearly my whole force upon a service of very doubtful expediency, and thus exhaust the supply of coal, which I have collected with so much care, and to continue for an indefinite time to wait the coming of events in China, which are as likely to happen a year hence as to-morrow, and to endanger the means of visiting Japan, to which I had pledged myself to the Japanese government, would, in my opinion, be altogether unjustifiable, and at positive variance with my instructions.

I shall, therefore, sail for Lew-Chew and Yedo as soon as the Lexington arrives, now out 111 days, and if it is absolutely necessary, will leave one or two of the smaller vessels in China, though I hope to be able to take my whole force with me, as a measure of the highest importance, even if some of them are sent immediately back.

In my business with Japan, where as yet there are no American merchants, or diplomatic agents, I have the assurance of not being interfered with, and shall be able to act with energy and promptitude, and without embarrassment, and whether successful or otherwise, the responsibility will all rest upon myself.

With great respect I am, sir, your most obedient servant,

M. C. PERRY,
Com'g East India Squadron.

Hon. JAMES C. DOBBIN,
Secretary of the Navy, Washington, D. C.

LEGATION OF U. S. A., SHANGHAI, CHINA,
September 22, 1852.

SIR: I have received instructions from the Department of State, requiring "the utmost vigilance and activity" on my part to protect the lives, property, and rights of the citizens of the United States resi-

dent in China, which render it necessary that I should communicate with the commanding officer of the United States naval forces in these seas.

In the execution of this duty, I shall ask the instrumentality of the public vessels under your command, and your cordial co-operation will be indispensable to the due discharge of my official trust. The Secretary of State informs me that the United States naval forces in these seas will be "devoted to this important object."

Accordingly, I have directed the acting consul (Mr. Spooner) of the United States at Canton to call upon you for such naval force as may be, in his opinion, requisite for the protection of our countrymen at that port, in addition to the ship already stationed there.

The disturbed state of Amoy, and the absence of consular authority on the part of the United States—which results from the withdrawal by the consul of the authority from his former delegate—render the presence of a public vessel at that place very desirable, and most respectfully I request you to order a ship from your squadron, temporarily, on that service.

I regret, especially, that the difficulty of navigating the river Min seems to place it beyond our power to exhibit the ensign of the United States at this time before Fuhchau; but I have heretofore suggested to you the probability that the public service would require *you* to visit that vicinity as well as myself. That matter I will at present reserve.

I cannot say that *I* apprehend an attack upon the foreign residents at Shanghai; but as the Chinese part of this city has fallen into the possession of insurgents who are strangers in this section of China, and whose discipline is very defective, such an event is apprehended by others, and might at any moment occur. Increased vigilance and a force competent to effective resistance are the surest preventives of such a calamity. The proximity of the city to Ningpo, where some citizens of the United States reside, and whence reports of disturbances are rife occasionally, would render the task easy to extend protection to that place, provided a steamer is added to the force now before this city. But the *nature of the force* to be employed at each place to accomplish the purposes indicated by my instructions falls clearly within your prerogative as commander of the naval forces of our country in these seas, and I refrain, therefore, from advancing any suggestion in regard thereto, for I desire you to be assured that, in the execution of my official function, I have not the slightest wish to encroach upon *your privilege* as an officer.

I am, very respectfully, your obedient servant,

HUMPHREY MARSHALL,
Commissioner of the United States to China.

Commodore M. C. PERRY, U. S. N.,
Commander-in-chief of the naval forces of the U. S. of America in the Chinese seas, &c., &c., at Macao.

MACAO, *September* 29, 1853.

SIR: I have received your communication of the 22d instant, and, in reply, assure you that it will afford me the greatest pleasure to co-oper-

ate most cordially with you in the protection of the lives, property, and rights of the citizens of the United States resident in China. The steps I have already taken will bear ample evidence of my disposition in that respect; and though I have received no other instructions having reference to China than those brought with me, and of which you have been made acquainted, a proper appreciation of the duties devolving upon me as the commander of the United States naval forces in these seas, would always prompt me to use the means at my disposal in such manner as in my best judgment would most conduce to the general interest of the government, and the welfare and safety of American citizens resident in China, and in other eastern countries within the sphere of my command.

There is now, and has been from the moment of my return from Japan, stationed at and near Canton a force more than sufficient for all purposes of protection, and, in addition, the Vandalia sloop-of-war moved up the river yesterday, to remain a short time.

Being in constant, almost hourly communication either with the commanders of the vessels of the squadron stationed at Canton and Whampoa, with the United States vice-consul, or the American merchants resident at the factory, I am myself the better judge of the necessity of adding still further to that force, having in regard other important objects in view, and Mr. Spooner is aware that any suggestion of his will receive all due attention from me; beyond this, his official action will have no influence in determining the movements of the ships under my command.

In the arrangements heretofore proposed by me for the disposition of the services of the vessels, the Plymouth, on her way from Lew-Chew to Macao, will avail of the northeast monsoon, and touch at Fuhchau and Ningpo, and probably at Amoy, though the supply visited that port but a month since, as you will perceive by a perusal of the enclosed copy of a letter from her commander.

I do not know of any American property at either of these cities, excepting that which may belong to missionaries; and taking into consideration the fact that these gentlemen and their families have hitherto been treated with kindness by the Chinese of all parties, I can hardly conceive that they will be exposed to the slightest annoyance.

The continuance of the Saratoga at Shanghai will, in my belief, give sufficient protection to American life and property at that place; in truth, there is a larger force at this time looking after the property of American citizens at Canton and Shanghai, than has ever before composed the entire strength of the East India squadron, and it is well known that the extra ships now refitting at the headquarters of the station have been expressly detailed for the Japan expedition.

The refitment of the engines of the Powhatan now in hand, and the crippled condition of the machinery of the Susquehanna, which requires the utmost care to keep it in working order, leave me but one effective steamer, the Mississippi, (my present flag-ship,) for any special employment. And even if they were all ready for sea, I should not deem it advisable, or justifiable in the present aspect of affairs, to consume any part of the limited supply of coal I have with so much difficulty, and at high cost to the government, provided for my next Japan

cruise, in employing these large and valuable steamers in visiting Ningpo and Fuhchau, when a sloop-of-war of lighter draught would answer a much better purpose by being able to approach nearer to those cities.

I have thus, with the utmost candor, given you my views respecting my duties in regard to China; and so long as I remain in this part of my command, shall continue to devote myself, so far as my judgment will permit, to the best interests of all who may have claim to the protection of the ships under my command; again remarking that I shall be most happy to co-operate with you in every way compatible with my instructions, the usages of the naval service, and with the prerogatives which belong to my naval command and to the special instructions to prosecute other important duties elsewhere.

But after all, notwithstanding the exaggerated accounts we are constantly receiving of the dangers to which foreigners are or may be exposed in China, I have yet to be informed of the first instance since I have been on the station—and I presume the remark may bear a much wider range—wherein an American or any foreigner has been in the least molested in person or property.

Commander Walker has been instructed to proceed to Fuhchau. Should he, on consulting with you, deem it necessary at any conjuncture to do so, and from thence return to Shanghai, I shall have an extra ship ready to hasten to either of those places should the information constantly received at this place from the coast north and south make it expedient to dispatch one.

I am, sir, very respectfully, your obedient servant,

M. C. PERRY,
Commander-in-chief U. S. naval forces,
East India, China, and Japan Seas.

His Excellency HUMPHREY MARSHALL,
U. S. Commissioner to China, Shanghai.

UNITED STATES SHIP SUPPLY, HONG KONG,
August 28, 1853.

SIR: I have the honor to report to you the arrival of this ship, under my command, from Lew-Chew, via Amoy, at which port I touched in obedience to your order of July 31st ultimo, and remained four days.

The rebels, eighteen thousand in number, still hold possession of the city, and business of every kind has been suspended for three months past. The persons and property of all foreigners have been most scrupulously respected, and not one act of violence or indignity has been offered to any individual, nor do they fear anything of the sort will occur.

There are only three Americans in Amoy—two missionaries and one consul—and no American trade direct. The only commerce with the United States is carried on through other ports in China.

I am, sir, respectfully, your obedient servant,

A. SINCLAIR, *Lieutenant Commanding.*

Commodore M. C. PERRY,
Commanding U. S. naval forces,
East India, China, and Japan Seas, Hong Kong.

Commodore Perry to the Secretary of the Navy.

[No. 25.] MACAO, *October* 24, 1853.

SIR: The death of Lieutenant J. H. Adams, of the Powhatan, and the return home of Lieutenant Contee to resign, and of lieutenants Fitzgerald, Howell, and Caldwell on account of sickness, of midshipman Wm. McNeal Armstrong to prepare for his examination, and the present sickness of a large number of those still attached to the squadron, have caused great inconvenience, and unless a reinforcement of lieutenants and passed midshipmen are sent to the station it will be impossible to keep the ships in an efficient condition for service.

The withdrawal of one officer from a ship imposes additional duties on the others, and by this excess of fatigue they break down, either for a time or permanently, and thus we are daily becoming weaker.

It will be recollected that the Vandalia sailed from the United States without a single midshipman, and I have been obliged to provide her with two from the other ships; on one occasion all her lieutenants and her master were sick at one time, and the deck was necessarily left in charge of a master's mate.

One of her lieutenants (Caldwell) has gone home sick, and another, Whiting, complains of inability to keep watch. Considering the service in which the squadron is engaged, in a climate particularly trying to the constitution, it is impossible to foresee the consequences of this want of officers.

If I had passed midshipmen, or even midshipmen, to relieve the lieutenants of a part of their duties, we might manage better, but these are scarce as the other class.

The officers attached to the Plymouth and Saratoga will have been absent from the United States more than four years before they can reach home; I cannot think of detaining them a day after we shall have again visited Japan.

As I have recommended that stores for the squadron should hereafter be shipped in private vessels, by chartering an entire ship, cabin included, and ballasting her with coals, the stores could not only be sent out at a much less cost than by a public storeship and a reinforcement of officers might be conveyed in her to the station at trifling expense.

We have at this moment, besides a large number of seaman and marines, on the sick list of those that have been reported to me, three lieutenants, two surgeons, two pursers, and two masters, off duty.

With my strong constitution, I have not myself escaped the effects of the climate.

I should not have permitted Lieutenant Contee to have left the squadron had he not expressed his fixed determination to resign, as will be perceived by reference to the enclosed copies of letters, marked A and B.

With great respect, I am, sir, your most obedient servant,

M. C. PERRY,
Commander-in-chief United States naval forces,
East India, China, and Japan seas.

Hon. JAMES C. DOBBIN,
Secretary of the Navy.

Secretary of the Navy to Commodore Perry.

NAVY DEPARTMENT, *January* 13, 1854.

SIR: In reply to your letter of the 24th of October last, (No. 25,) I have to inform you that, in the present condition of the lists of the lieutenants and passed midshipmen, it is found difficult to supply your squadron with the additional officers of those grades called for by your letter. It is hoped that, with the thirty lieutenants and thirty-two passed midshipmen still attached to the squadron, you may be enabled to do without a further supply of officers.

I am, respectfully, your obedient servant,

J. C. DOBBIN.

Commodore M. C. PERRY,
Commanding United States naval forces, East Indies.

Secretary of the Navy to Commodore Perry.

NAVY DEPARTMENT, *October* 28, 1853.

SIR: For some months past, the department indulged the hope of being able to dispatch a steamer to China, to be at the service of the commissioner representing our government, and to afford him facilities for accomplishing the great purposes of his mission, rendered much more interesting and important by the startling revolutionary movements in that country. The United States steamer Princeton was especially set apart for that purpose. But the steamers Princeton, San Jacinto, and Alleghany, have all proved miserable failures. This accounts, therefore, for the delay of a previous order similar to this.

The President trusts that it may not seriously incommode your operations, in regard to Japan, to co-operate with our commissioner in the interesting undertaking to bring about free intercourse with the government of China; to form commercial treaties of vast benefit to the American people, and introduce a new era in the history of trade and commerce.

The mission in which you are engaged has attracted much admiration, and excited much expectation. But the present seems to be a crisis in the history of China, and is considered by many as throwing around China, at least, as much interest and attraction as Japan presents.

To have your name associated with the opening of commercial intercourse with Japan, may well excite your pride; but to be identified, also, with the great events that we trust may yet transpire in connection with China, may be well esteemed a privilege and an honor.

Hoping that it may not interfere seriously with your plan of operations, you will, on receipt of this communication, immediately dispatch one of the war steamers of your squadron to Macao, to meet the Hon. R. M. McLane, our commissioner to China, to be subject to his control until other orders reach you. Mr. McLane will bear with him further instructions to you. In the meantime, however, you will act as here-

tofore in the matter of your mission—only dispatching the vessel as above mentioned. Mr. McLane will probably leave on the 19th proximo.

Your very interesting dispatches of 25th June last have been received, and the department is much gratified with your successful operations thus far, and indulges the hope, that in regard to Japan and China, there is in store for you much additional honor and fame.

I am, very respectfully, your obedient servant,

J. C. DOBBIN.

Commodore M. C. PERRY,
Commanding U. S. Squadron, East India and China seas.

Commodore Perry to the Secretary of the Navy.

[No. 26.] MACAO, *November* 20, 1853.

SIR: I have the honor of transmitting, herewith, a copy of a second correspondence with the American merchants resident at Canton.

Various motives have induced me to comply with the request of those gentlemen, as apart from a desire to oblige them, the arrangement is the most advantageous I could possibly have made.

The only vessels in the squadron that can ascend the river to Canton are the storeships.

The "Supply," well armed, has been at anchor off the factory during the last three months, and as it would have been unpardonable in me to have withdrawn her, without substituting another equally efficient, I had, in fact, no alternative. The services of the storeships cannot be dispensed with in my next visit to Japan.

In view of leaving the "Supply" at her present station, I had caused inquiries to be made for a freighting vessel to accompany the squadron, but none could be procured, and if one of sufficient burden were to be chartered, I could not have obtained her under $2,000 per month.

I have hired the English steamer "Queen," a new vessel, for $500 per month; therefore, in chartering her, a monthly saving of $1500 will accrue to the government, and I shall have an additional armed storeship with me.

Under these circumstances, I trust, that the course adopted by me will be approved by the department; indeed, upon a station so remote as this is from the seat of government, a commander of a squadron is constantly called upon to exercise a large discretion, and I feel gratified in saying that this latitude is granted to me by my instructions, as well from the Navy as the State Department.

I have chartered the "Queen" for six months, with the privilege of a renewal of the contract, and have placed her in command of Lieutenant Alfred Taylor, of the Mississippi. The only difficulty I have found in the way of the arrangement is the inconvenience of supplying her with officers, as the ships of the squadron are far short of their respective complements.

Nothing of interest has transpired upon the coast since the date of my last dispatches, excepting the evacuation of Amoy by the insur-

gents, and its re-occupation by the imperial authorities, who committed upon the unarmed people excessive cruelties.

The honorable Mr. Marshall returned to this quarter some days since.

The storeship Lexington, now out 155 days from New York, has not yet made her appearance. I am only waiting her arrival, and the completion of the repairs of the Powhatan, to sail again for Japan, being induced to hasten my departure in consequence of the suspected movements of the Russian and French squadrons.

With great respect, I am, sir, your most obedient servant,

M. C. PERRY,
Com'g East India Squadron.

Hon. J. C. DOBBIN,
Secretary of the Navy, Washington, D. C.

CANTON, *November* 5, 1853.

SIR: Upon the occasion of your return from Japan in August, we had the honor of offering you our congratulations and the expression of the satisfaction we derived from knowing that you would remain here and retain your forces upon these coasts for a considerable period of time.

We then briefly sketched the state of affairs in this country as in our view characterized by much insecurity, and as showing the opportuneness of your arrival with a powerful force—one so commanding that the moral effect of its presence would tend to avert apprehended dangers.

The course of events at Shanghai and in this neighborhood, while it has confirmed our apprehensions as to the precarious condition of affairs, leaves to yourself the satisfaction of having afforded the protection which the important interests of our country required.

You now inform us that the special service with which you are charged requires your early departure from this river with the vessels of your squadron, which, collectively, you consider no more than sufficient for your purpose.

As there appears no reason to apprehend an early outbreak of hostilities, and we understand that a new and efficient steamer can be chartered at Hong Kong, we beg leave to suggest to you the substitution of her in place of the storeship "Supply," now used as the guard ship near the factories here.

We consider that, from the greater adaptedness of a steamer to service in this river, she may be made more efficient than a large sailing vessel, by placing proper officers, crew, and armament on board of her; and we trust that you may consider yourself authorized, by the importance of the interests at risk here, to charter and commission her accordingly.

We take great interest in the special mission with which you are charged, and should very much regret any occurrences in this country compelling the weakening of the force necessary to insure your success. We hope, indeed, that your able initiatory steps have so impressed the

peculiar people with whom you have to deal that you may now readily attain the principal objects of the undertaking, and thus achieve a success equal to your own deserts, and commensurate with the liberal scale upon which the government entered upon the expedition—a result at once satisfactory to our country and worthy the applause of all other nations.

With the expression of this hope, which is inspired by the high respect and sincere personal regard derived from the intercourse we have held with yourself, as well as by our patriotism, we remain, sir, your countrymen and obedient servants,

HENRY W. HUBBLE.
WETMORE & CO.
WM. D. LEWIS & CO.
NYE, PARKER & CO.
LIONEL MOSES.
AUGUSTINE HEARD & CO.
RUSSELL & CO.
KING & CO.

His Excellency Commodore Perry, *&c.*, *&c.*

Canton, *November* 9, 1853.

Gentlemen: I have had the honor of receiving your communication of the 5th instant, and have now the pleasure of informing you that, in accordance with the suggestions contained therein, I have chartered the new steamer "Queen," and shall take immediate steps to put her in commission, and station her off this city as a substitute for the Supply.

Again, gentlemen, let me thank you for the kind and complimentary manner in which you have alluded to my public services, and to the brief intercourse which it has been my good fortune to enjoy with you; an association made doubly gratifying to me as bringing me more intimately acquainted with so many of the most distinguished merchants of our country, and of knowing from your flattering letter that I have gained your friendship and esteem.

In the delicate and responsible duties so frequently devolving upon a naval officer serving abroad, the good opinion of those with whom he may be called to act, superadded to the approval of his government, is a reward not always attained; but with you, gentlemen, my way has been smooth and pleasant, and I trust that the kindly feeling at present subsisting between us may long continue.

Whatever may be the result of the special mission with which I have been charged, the conviction that I shall carry with me your good wishes will be a source of high satisfaction.

With great respect and esteem, I am, dear sirs, your friend and fellow-countryman,

M. C. PERRY.

Messrs. Nye, Parker & Co., Wetmore & Co., Augustine Heard & Co., King & Co., Russell & Co., Henry W. Hubbell, William D. Lewis & Co., Lionel Moses.

Commodore Perry to the Secretary of the Navy.

[No. 30.] U. S. STEAM FRIGATE SUSQUEHANNA,
Hong Kong, December 24, 1853.

SIR: The operations of the United States squadron in these seas, and more particularly with reference to Japan and the neighboring islands, have attracted much attention from all quarters, and I have found myself considerably annoyed by the mysterious movements of the Russian and French ships of war.

Of the French commodore I have heard nothing since he sailed under sealed orders from Macao some weeks ago; the Russian admiral, from whom I recently received a letter, asking for another supply of coal, now openly avows his desire to join my force, and enter into full co-operation with me.—(See copy of his letter, marked A.)

This I shall positively, though courteously, decline, as inconsistent with our policy of abstaining from all alliances with foreign powers; and for reason, also, that his co-operation cannot advance the interests of the United States, however it might benefit the object of the Russian emperor, of the nature of whose designs I am utterly ignorant.

I learn from undoubted authority, that during the stay of the Russian admiral at Nagasaki he effected nothing; nor did he receive any reply to his application, further than to be informed that the emperor had recently died, and, in consequence, no foreign business could be transacted for a certain period of time. He had no intercourse with the Dutch at Nagasaki, excepting in the presence of Japanese spies, who insisted that at the conferences the Dutch language, with which they were acquainted, should only be spoken.

The admiral proposed to the Dutch a forced intercourse, but they declined, in the apprehension of offending the Japanese; and when the single vessel of the Dutch of the present year was about sailing from Nagasaki, only partly loaded, the Dutch, as well as the Japanese, refused to allow the Russians to send letters by her.

Having thus spoken of the French and Russians, I now refer to an interview and correspondence recently had with Sir George Bonham, H. B majesty's plenipotentiary and superintendent of trade in China.

Sir George came on board two days ago to see me upon the subject of a dispatch he had received from Lord Clarendon, which instructed him to make inquiry as to the object of my movements respecting the Bonin islands.

After a long conference he departed apparently satisfied with my replies, and promised, in compliance with a request of mine, to address me a written communication upon the subject, to which I would reply, that thus we might have the means of furnishing to our respective governments an account of all the circumstances connected with the inquiry. The papers marked contain all the information, excepting a copy of Lord Clarendon's letter, which was not sent to me, though the original was submitted to my perusal.

In connexion with the correspondence with Sir George Bonham, I beg to call attention to my dispatch, No. 15, bearing date June 28, 1853, and especially to the paragraph which is here copied, as follows:

"But there is one, and only one difficulty in the way of investing

American capital in these islands, and that difficulty lies in the uncertainty of the right of sovereignty of the soil, which has never yet been established, though the most prominent claimant is the queen of England, with no other right, however, than that which may have grown out of the performance of a ceremony (perhaps not expressly authorized by his government) by Captain Beechey, commanding the English surveying vessel 'Blossom,' who, in 1827, formally took possession of the group, and gave English names to all the islands."

I shall in no way allow of any infringement upon our national rights; on the contrary, I believe that this is the moment to assume a position in the east which will make the power and influence of the United States felt in such a way as to give greater importance to those rights which, among eastern nations, are generally estimated by the extent of military force exhibited.

Considering that I am acting very much upon my own responsibility, I should desire to be instructed as to the policy, which I do not hesitate to recommend, of continuing the influence which I have already acquired over the authorities and people of the beautiful island of Lew-Chew; an influence, in truth, acquired without the commission of a single wrong upon the people, but rather contributing to their advantage.

The department will be surprised to learn that this royal dependency of Japan, tracing its royal genealogy in regular succession from the twelfth century, is in such a state of political vassalage and thralldom, that it would be a merit to extend over it the vivifying influence and protection of a government like our own.

It is self-evident that the course of coming events will ere long make it necessary for the United States to extend its territorial jurisdiction beyond the limits of the western continent, and I assume the responsibility of urging the expediency of establishing a foothold in this quarter of the globe, as a measure of positive necessity to the sustainment of our maritime rights in the east.

I shall continue to maintain the influence over the authorities and people of Lew-Chew which I now command, but it is important that I should have instructions to act promptly, for it is not impossible that some other power, less scrupulous, may slip in and seize upon the advantages which should justly belong to us.

The progress of the revolutionary war in China is, as I have all along predicted, tending to the overthrow of the present reigning dynasty. The insurgents have reached the neighborhood of Pekin having seized upon the entrepot of grain of the metropolis, and no one now doubts their ultimate success.

But some time will elapse before any new government can be formed. When such power is organized, it will be desirable to urge, on the part of the United States, a revision and enlargement of the provisions of our treaty with the empire.—(See last report of Commander Walker, herewith sent and marked E.)

With great respect, I am, sir, your obedient servant,

M. C. PERRY,

Commander-in-Chief U. S. naval forces,

East India, China, and Japan seas.

Hon. JAMES C. DOBBIN, *Secretary of the Navy.*

A.

SHANGHAI, *November* 12, 1853.

SIR: The approved manner in which the government of the United States received the communication of the object of the expedition intrusted to me, and the orders of my government to be on the most friendly terms with your excellency and the officers of the American squadron cruising in these seas, emboldens me to trouble you with a request.

Not being able to procure coals at Shanghai, and being pressed for time, I would be grateful to your excellency if a supply of eighty tons of coals from the stores of the United States at this port could be spared for our use.

It would give me great pleasure to have the honor of your personal acquaintance, and I trust when we meet we shall, by mutual co-operation, attain more easily the end that both our governments have in common.

With great consideration and respect, I have the honor to be your excellency's most obedient servant,

PONTIATINE.

SUPERINTENDENCY OF TRADE,
Hong Kong, December 22, 1853.

SIR: With reference to my interview with your excellency, respecting your visit to the Bonin islands, and to your proposal that I should address you officially on this subject, I have now the honor to enclose, for your information, copy of a letter and its enclosures from a Mr. Simpson, wherein it is stated that you have purchased ground from a resident there for a coal depot, for the use of the government of the United States of America.

After our conversation yesterday your excellency will, I am sure, clearly understand that it is not my desire nor intention to dispute your right, or that of any other person, to purchase land on the Bonin islands; but as it is generally understood that this group was some time ago taken possession of in the name of the government of Great Britain, I think it desirable to acquaint your excellency therewith, in an official form, that you may, should you see fit, favor me with an explanation of the circumstances referred to by Mr. Simpson.

I have the honor to be, sir, your excellency's most obedient humble servant,

J. G. BONHAM.

His Excellency COMMODORE PERRY, *U. S. navy, &c.,*
U. S. Steamship Susquehanna.

BEAULEY, INVERNESSHIRE,
October 1, 1853.

MY LORD: I observe it stated in the public prints that the officer commanding the United States Japan expedition had touched at the Bonin group—that he had made purchase from a resident there of land for a government coal depot.

Permit me to call your lordship's attention to the fact that this group of islands, so advantageously situated for opening up intercourse with Japan, really appertains to Great Britain.

Having had some connexion with it while acting temporarily for her majesty's government in the South seas, its importance was impressed upon my mind; and I respectfully bring under your lordship's notice the particulars which will be found narrated in the enclosure herewith.

I have, &c.,

ALEX. SIMPSON.

True copy:

H. N. LAY.

Lord CLARENDON, *&c., &c., &c.*

Extract from a pamphlet published by the writer in 1843.

THE BONIN ISLANDS.

"WOAHOO, SANDWICH ISLANDS,
"*December* 27, 1842.

"This small but interesting, and, from its situation, valuable group of islands lies in latitude 27° north, longitude 146° east, within five hundred miles distance from the city of Jedo, in Japan.

"It appertains to Great Britain, having been discovered by an English whaling vessel, in 1825, and formally taken possession of by Captain Beechey, of her majesty's ship 'Blossom,' in 1827. There were no aboriginal inhabitants found on the islands, nor any trace that such had ever ex sted.

"Their aggregate extent does not exceed two hundred and fifty square miles; but their geographical position—so near to Japan, that mysterious empire of which the trade will one day be of immense value—gives them a peculiar importance and interest. The climate is excellent, the soil rich and productive, and there is an admirable harbor, well fitted for the port of a commercial city.

"The first colonists of this eastern group were two men of the names of Millichamp and Mazarro, who, having expressed to Mr. Charlton, the British consul at the Sandwich Islands, their wish to settle on some uninhabited island in the Pacific ocean, were by him recommended to go to this group, of the discovery and taking possession of which he had been recently informed. They sailed accordingly, in 1830, took with them some Sandwich island natives as laborers, some live stock and seeds; and landing at port Lloyd, hoisted an English flag which had been given to them by Mr. Charlton.

"The little settlement has been visited by several whaling vessels since that period, and also by a vessel from the British China squadron. Mr. Millichamp returned to England, and Mr. Mazarro, anxious to get additional settlers or laborers to join the infant colony, the whole population of which only numbers about twenty, came to the Sandwich Islands, in the autumn of 1842, in an English whaling vessel. He described the little settlement as flourishing, stated that he had hogs and goats in abundance and a few cattle; that he grew Indian corn, and many vegetables, and had all kinds of tropical fruits; that, in fact, he could supply fresh provisions and vegetables to forty vessels annually.

"Mr. Mazarro, who, in virtue of his first arrival, receives the appel-

lation of governor, finds the task of governing even this little colony no easy matter. He applied to me for assistance in this task, and thankfully received the following document, which I drew up for his assistance and moral support.

"'I hereby certify that Mr. Matthew Mazarro was one of the original leaders of the expedition fitted up from this port, under the protection of Richard Charlton, esq., her majesty's consul, to colonize the Bonin islands; and I would intimate to the masters of all whaling vessels touching at that group, that the said Mazzaro is a sober and discreet man, and recommend them to support him by all means in their power against the troubles of the peace of that distant settlement, recommending, also, to the settlers to receive Mr. Mazarro as their head, until some officer directly appointed by her Britannic majesty is placed over them.'

"ALEX. SIMPSON,

"*H. B. M. Acting Consul for the Sandwich Islands.*

"God save the queen.

"A small body of enterprising emigrants would find this group a most admirable place for settlement. Its colonization, indeed, I consider to be a national object."

True copy: H. N. LAY.

UNITED STATES STEAM FRIGATE SUSQUEHANNA,
Hong Kong, December 23, 1853.

SIR: Referring to the conversation which I yesterday had the honor of holding with your excellency, as also to your written communication, with accompanying papers, this moment received, I beg to remark that the account given by Mr. Simpson is far from being correct.

That gentleman has omitted to name *all* the white persons who embarked in the enterprise to form a settlement upon Peel island. The names and places of birth of these men may be enumerated as follows:

Mateo Mazarro, the leader, a native of Genoa; Nathaniel Savory, born in Massachusetts, United States; Alden B. Chapin, also a native of Massachusetts; John Millechamp, a British subject; and Charles Johnson, a Dane.

These five men, accompanied by about twenty-five or thirty natives of the Sandwich Islands, male and female, landed at Port Lloyd in the summer of 1830. Of the whites, Nathaniel Savory is the only one remaining on the island. Mazarro, Chapin, and Johnson, are dead, as I am informed; and Millechamp is now residing at Guam, one of the Ladrone group.

It would, therefore, appear, that so far as the nationality of the settlers could apply to the question of sovereignty, the Americans were as two to one, compared with the three others, who were subjects of different sovereigns.

Since the first occupation of the island, the early settlers have been occasionally joined by white persons landing from whaling ships, some few of whom have remained; and, at the time of my visit there were, I think, about eight whites in the settlement.

These people, after my departure, met together and established a form of municipal government, electing Nathaniel Savory their chief magistrate, and James Mottley and Thomas H. Webb councilmen

With respect to any claim of sovereignty that may be founded upon the right of previous discovery, there is abundant evidence to prove that these islands were known to navigators as early as the middle of the sixteenth century, and were visited by the Japanese in 1675, who gave them the name of "Bune Sima."—(See enclosed extracts.)

In 1823, three years before the visit of Captain Beechey, in H. M. ship "Blossom," the group was visited by a Captain Coffin, in the American whaling ship "Transit." *

Thus it is plainly shown that the government of her Britannic majesty cannot claim the sovereignty upon the ground of discovery, and it only remains to determine how far this right may be derived from the ceremony performed by Captain Beechey.

But these are matters only to be discussed by our respective governments, and I refer to them now merely in explanation of our conversation of yesterday.

With respect to my purchase of a piece of ground from Nathaniel Savory, though conceiving myself in no way bound to explain such arrangement, I do not hesitate, in all due courtesy, to say, that the transaction was one of a strictly private character.

In acquiring the fee of the land, I had not the slightest idea of personal profit, but made the purchase for a legitimate object, and to withhold the only suitable position in the harbor for a coal depot from the venality of unprincipled speculators, who might otherwise have gained possession of it for purposes of extortion.

And now let me assure your excellency, that the course pursued by me has been influenced solely by a settled conviction of the necessity of securing ports of refuge and supplies in the north Pacific for our whaling ships, and a line of mail steamers, which sooner or later must be established between California and China.

I have no special instructions from my government upon the subject, and am yet to learn whether my acts will be approved.

The recognized sovereignty of these islands would only entail an expense upon the power undertaking their occupancy and protection, and whether they may ultimately fall under the American, the English, or a local flag, would be a question of little importance, so long as their ports were open to the hospitable reception of all nations seeking shelter and refreshment.

And I may venture further to remark, that it would seem to be the policy, as well of England as the United States, to aid in every possible way in the accomplishment of an arrangement that would fill up the remaining link of the great mail-route of the world, and thus furnish the means of establishing a semi-monthly communication around the entire globe.

With great respect, I have the honor to be, your most obedient servant,

M. C. PERRY,

Commander-in-Chief United States naval forces East India, China, and Japan seas.

His Excellency Sir I. GEORGE BONHAM, Bart.,

H. B. M. Chief Superintendent of Trade, Hong Kong.

*I have ascertained the name of this vessel from a Captain Morris, commanding an American whaling ship now in this port.

Extracts from the Journal of Commodore Perry.

P. F. Von Siebold, in his "History of Discoveries in the Japan Seas," published in 1852, in Europe and in America, says that the Bonin islands are first mentioned in a map published by the Dutch hydrographer Ortelius, in 1570, and therein reported as first to have been seen in 1543 by Bernardo de Torres, who gave them the name of Maloabrigo los dos Hermanos.

In 1595 these islands were visited by Captain Linchoten, of the Dutch East India Company.

Hondius, Dutch hydrographer, notices the same in his map of 1634.

In 1639 they were visited by Messrs. Quast & Tasman, who, according to Kempffer, were sent by the Dutch East India Company in search of an island described in the Japanese books as containing vast quantities of gold and silver.

They have been subsequently mentioned as follows: In 1643, by Vries and Schaep; in 1650, by J. Jansonius, Dutch; and in 1680, by Van Keulen, Dutch.

From this time up to 1734, no mention is made of them by European hydrographers; in that year they were seen by the Spanish or Portuguese Admiral Cabrero Bueno, who gave them the name of "Islas del Arzobispos."

According to Von Siebold, the Japanese visited the group between the years 1592 and 1595, and they again visited and explored the islands in 1675.

Extracts from Klaproth.

"About the year 1675 the Japanese visited a very large island, one of their barks having been forced there in a storm from the island Fatscio, from which they computed it to be 300 miles distant towards the east. They met with no inhabitants, but found it to be a very pleasant and fruitful country, well supplied with fresh water, and furnished with plenty of plants and trees, particularly the "arrack" tree, which, however, might give room to conjecture that the island lay rather to the south of Japan than to the east; these trees growing only in hot countries. They called it "Bune Sima," and because they found no inhabitants upon it, they marked it with the character of an uninhabited island. On the shores they found an incredible quantity of fish and crabs, some of which were from four to six feet long.*

Extract from Klaproth's translation of "San Kokp Tson Ran To Sets."

"The original name of these islands is "Ogasa-wara-Sima," but they are commonly called "Mow-nin-Sima," (in Chinese Wu-jin-ton,) or the islands without people, and this is the name which I have adopted in my work. That of "Ogasa-nara-Sima," or the "Ogasa-wara" islands, was given to them after the navigator who first visited them, and who prepared a map of them. In the same manner has the southern part of the New World been called "Megalania," (Magellan,) who discovered it some two hundred years since."

M. C. PERRY.

* Doubtless mistaking turtle for crabs, green turtle being found in great abundance upon the shores at night, in May and June. M. C. P.

U. S. SHIP SARATOGA,
Shanghai, December 17, 1853.

SIR: The Lorcha, from Macao, bringing stores, &c., for this ship, arrived on the evening of the 15th instant.

Nothing of importance has taken place in this vicinity since the date of my last communication. The attacks upon the city by the imperialists are now not so numerous as formerly. Attempts have been made by the besiegers to undermine the walls, which have thus far proved entirely unsuccessful. A few evenings since, the rebels made a sally from the north gate, and destroyed one of the mines, together with thirty or forty of the laborers. The final result of these futile attempts upon the city it is impossible to foretell with certainty.

The Taipingwan, it is said, has gained an important advantage in the capture of the seaport of Pekin, situated at the northern termination of the Grand canal, and said to be not only the granary of the capital, but also the most strongly fortified city in the empire. Having complete command of all approach to Pekin from the seacoast and the southern provinces, his advances upon that city will thus be rendered much more easy and certain.

I have written by every opportunity of which I have been informed. It has sometimes happened that the opium clippers, as they lie at Woosung, and are often dispatched at very short notice, have left for Hong Kong before I had ascertained they were going. But every opportunity which presented itself seasonably I have taken advantage of to communicate with you.

Lieutenant Wayne is slowly improving. The chronic cases of sickness among the crew remain about the same.

I have the honor to be, sir, very respectfully, your obedient servant,

W. S. WALKER,
Commander.

Commodore M. C. PERRY,
Commander-in-chief U. S. naval forces,
East India, China and Japan seas.

P. S.—Lew, the rebel chief of Shanghai, as I have just learned from the consul, has avowed his intention of stopping all teas coming down the river for the house of Russel & Co.

W. S. WALKER.

Commodore Perry to the Secretary of the Navy.

[No. 31.] UNITED STATES STEAM FRIGATE SUSQUEHANNA,
Hong Kong, January 2, 1854.

SIR: I am sorry to trouble the department with so much of my correspondence, but I conceive it to be due to myself to place on record the reasons which have controlled my official action in the various questions of public expediency in which I have been called upon to take part, more especially with reference to China.

The enclosed copy of a letter from the Hon. Humphrey Marshall, marked A, is of somewhat similar tenor to the one addressed to me at

Shanghai on the 13th of May last, at the moment of my former departure for Japan, requesting me to co-operate with him in an attempt to visit Pekin; and now that I expect to sail in a few days again for the same destination, and have actually dispatched several vessels of the squadron for the appointed place of rendezvous, I am called upon to derange all my plans for an object the utility of which I cannot comprehend, as will be seen by a reference to my reply, marked B, to the last dispatch of Mr. Marshall.

The opinions therein expressed as to our policy respecting China are precisely similar to those communicated to the department in all my former dispatches, and I am happy in knowing that these opinions are in general accordance with those of the American merchants resident in China.

I had within a few days placed the Mississippi at the disposal of Mr. Marshall, to land him at Canton in the most distinguished manner, and had received from him a letter, dated the 24th December, expressing his gratification at the manner in which Commander Lee had performed that service, (copy enclosed, marked C.) I, therefore, could not but be surprised that only two days after he should have made his communication of the 26th, (A.)

With great respect, I am, sir, your most obedient servant,

M. C. PERRY,

Commander-in-chief United States naval forces
East India, China, and Japan seas.

The Hon. JAMES C. DOBBIN,
Secretary of the Navy, Washington, D. C.

A.

[Confidential.]

CANTON, *December* 26, 1853.
Monday morning, 6 *a. m.*

MY DEAR SIR: Thus far his excellency, the imperial commissioner, has given no sign of a consciousness that I am in Canton, although this day will complete one week since he heard the guns of the "Mississippi" salute me at Whampoa. On the day of my arrival, or the day after, (Wednesday) the 21st, the letter which I addressed to him on the 11th of December, from Macao, reached him. I shall write him again this morning, specifying the 28th as the last day for which I shall await a reply; and in default of its coming, I shall have a letter of instruction prepared immediately to the vice consul of the United States at Shanghai, authorizing him to suspend altogether the payment of duties to the Chinese imperial government at the port of Shanghai, which letter I design to dispatch per the steamer of the 29th instant, unless you can let me have a government steamer It will be, in my opinion, very essential that our naval force shall be increased at Shang-

hai when this order takes effect, for the Chinese imperial government has a considerable fleet in the river in front of Shanghai, and a large army on the shore; and in the desperation to which such an order may reduce the imperial officers at Shanghai, I cannot foretell the kind of remedy they may attempt to apply to the case, but most probably it will be *one of force*. It is my purpose to adhere to the position I have taken at every hazard, *as it is but the exposition of a treaty right*.

At the same time, I do not conceal from myself, or from you, the significant circumstance that I am the first to assume the position in direct correspondence with the chief officer of the empire in the management of foreign affairs. He may, under the circumstances, seek to close the ports of China to American commerce, and I shall thus be forced to insist upon the rights of my country to trade *according to the treaty*, and I shall require your force temporarily, to preserve that right, at this port, probably, as well as at Shanghai.

I expose to you these facts plainly, in order to invite your cordial co-operation to sustain me in the sequel, should difficulty arise from my distinct assertion of American rights in the manner I am pursuing.

I want to be at Shanghai in person, and I wish to go up in a steamer. I think it is important to the public interest, and I hope that a few days on the spot will make matters easy. While I am thus at Shanghai, I wish you could be here. Though no difficulty *may* occur here, (and I see no immediate probability of it,) yet the fact that Teent-sin is *now* possibly in the hands of the insurgents, and that the *next* arrival from Shanghai may bring news of the fall of Pekin, and the flight of the emperor, increases the probability of an émêute at Canton, if one will ever occur. His excellency may also attempt some step towards our people here, growing out of my stopping duties, which would be possibly avoided by a knowledge that you were near with a force.

It is my desire, when I reach Shanghai, (and my purpose,) to go to Nankin in the "Confucius." I should like to take with me a guard, and an officer or two of discretion and intelligence. I shall attempt to learn *exactly* the condition of the rebellion, and at least shall let my readiness to recognize a new government, as soon as such an act shall be proper, be known to "*the Christian emperor*."

The British and French ministers have each been to Nankin, and I regret to learn from my letters from Shanghai last night, that an impression prevails in well informed quarters that those visits have not been attended with results *propitious to American interests*. It is high time that the United States shall also be heard from in *propria persona*. I intend to discharge that duty also without any further delay, for now the insurrection has progressed so far that I can see, at least, the wisdom *of preparing the way to meet a change*. If promptness attends the desired movement, I shall be able, I hope, to relieve your force at Shanghai by the 10th or 15th of January, at the outside; and so much of it as shall be at Shanghai will then be near Lew-Chew, to which place you propose to go. The steamer which takes me up to Shanghai may possibly be required to return me to this place; but I shall dispense with her services there if I can, so as not to interfere with your other arrangements.

If you cannot let me have the steamer, please advise me of that fact by the return vessel, as I shall then go up in the next steamer, and will do the best I can with such force as I can gather at Shanghai to attend me. I must execute the duty before me somehow or other; but I prefer your hearty co-operation and earnestly hope to have it.

If you can let me have the steamer, you know I have little time to spare, and I shall be ready to embark for Shanghai by the 1st. It might be well for you to let me have a distinct order detailing the officers and guard who are to accompany me to Nankin. It will rest with you. Please to let me hear from you. No person knows of my designs but yourself.

I am yours, &c., &c., &c.,

H. MARSHALL.

Commodore M. C. PERRY,
Commander-in-chief United States naval forces
China and Japan seas.

B.

U. S. STEAM FRIGATE SUSQUEHANA,
Hong Kong, December 29, 1854.

SIR: I was not a little surprised at the perusal of your letter, marked confidential, and bearing date the 26th instant.

Learning from Commander Lee that you had taken and furnished a house at Canton only a week since, I was fully impressed with the belief that you had determined on continuing your residence at that place for some length of time, and that every step had been taken by me to meet the exigencies of the present and anticipated state of things with reference to the protection of the life and property of Americans resident in China, so far as it could be done consistently with the special mission upon which I am again about to depart.

Whatever may have been my opinion as to the course of procedure respecting the collection of the imperial duties at Shanghai, I have hitherto carefully abstained from referring officially to the subject as in no way concerning my duties; but now that it is suggested by you that new measures which you propose to adopt may call for the intervention of a larger naval force than has been assigned for the coast of China pending my second visit to Japan, I feel bound to inform you that I shall not have it in my power to detail such additional force, and for the obvious reason that my plans for the ensuing season are all perfected, and their execution commenced; that several of the vessels of the squadron have already sailed for the appointed place of rendezvous; that I am only waiting the re-equipment of the storeship Lexington to follow with the steamers, and that the diversion of any part of my force would seriously affect my entire designs.

With the diplomatic relations of the United States with China I have nothing to do, such matters belonging exclusively to yourself, but I must be the judge of the necessity of using the force at my disposal in

intermeddling in a civil war between a despotic government struggling for its very existence, and without the power of enforcing its own laws or of sustaining its treaty engagements, and an organized revolutionary army gallantly fighting for a more liberal and enlightened religious and political position, and hence my undeviating policy, whatever have been my sympathies for the revolutionists, of practicing myself, and enjoining upon all under my command, a studied regard to neutrality and non-interference.

In my opinion, a demonstration at this moment to coerce or even urge the imperial authorities to any political measure touching the interest of the United States would be of no avail, inasmuch as the events of a week may bring about the overthrow of the reigning dynasty, and render nugatory the acts of its officials, and that a rude refusal on the part of those officials to meet your demands would probably lead to results involving serious consequences to our American trade.

At the present juncture neither of the contending parties are in a condition to negotiate with foreign powers, and it is evident that some time will elapse before the final issue of the war will be known, meanwhile I am clearly of opinion that it is the better policy to wait quietly the progress of events, especially as I have heard of no complaints from Americans of violence or injustice from the Chinese of either side.

I have not the remotest intention of obtruding upon you, as it would be entirely gratuitous in me to do so, my opinion with respect to the political condition of China; my only motive in presenting the foregoing observations is to exhibit in another view the reasons that would influence me in declining to co-operate with you in the manner proposed, even if other considerations already alluded to did not make such course imperative.

Judging from the results of past experience I am inclined to think that the presence of a sloop-of-war at Shanghai will afford ample protection to American interests in that quarter—my latest information from Commander Walker and others giving no intimation of any anticipated danger; and, with respect to Canton, arrangements have been made entirely satisfactory to our fellow countrymen resident in that city.

Should you, as you propose, charter the Confucius to proceed to Nankin, Commander Kelly will have instructions to furnish from his ship, upon your application, such an escort as he may consider himself justified in temporarily detaching on such service.

In closing this communication I cannot but express my regret that obligations of duty should have placed me in a position to differ upon any question of public expediency with a functionary holding the distinguished station intrusted to your charge.

With great respect, I am, sir, your obedient servant,

M. C. PERRY,
Commander-in-chief U. S. naval forces
East India, China, and Japan seas.

P. S. As it is my practice to transmit copies of my official correspondence to the Navy Department, whether confidential or otherwise, I have enclosed a copy of your letter, marking it *confidential*, as also a copy of this communication.

C.

LEGATION U. S. OF AMERICA,
Canton, December 24, 1853.

SIR: I avail myself of the return of the Mississippi to Hong Kong to-day to acknowledge your promptness in placing that vessel in requisition on Monday last, to convey me to my residence in this city.

I left Macao on Sunday night per the frigate, and arrived at Whampoa on Monday evening. On Tuesday, at the turn of the tide, I left the frigate, accompanied by Commander Lee and several of his officers, in the boats of the vessel, and arrived at Canton about 5 p. m. of the same day.

The honors due to my official character were paid by the Mississippi.

I am personally obliged to all the officers of the Mississippi for their kind attention during the voyage from Macao, and especially for their very considerate and polite demeanor since my arrival at Canton. I have been most favorably impressed by their evident desire to contribute by every means in their power to attract the attention of the Chinese to the high position to which I have been assigned by the government of the United States, exhibiting by their own example the respectful consideration for my official character, which that government will require from others. I cannot but express my conviction that such harmony of action between the civil and naval representatives of the United States must produce a good effect upon all foreigners, whether of the Chinese race or of European origin, and I am ready to acknowledge the great satisfaction I experience, that an opportunity has been embraced on this occasion to make such an exhibition of a proper understanding between the different branches of the service. I am especially desirous, sir, to testify to you my proper appreciation of your own prompt response to my wish to be conveyed hither in a public vessel.

I have not yet received any sort of communication from the imperial commissioner, or any other officer of government, since my arrival in Canton, nor any signification of their knowledge that I am in the city.

The official communication I prepared at Macao on the 11th instant only was forwarded after my arrival on Tuesday; and I thought, under the circumstances, it would be well for the Mississippi to await the limit prescribed for her stay by your suggestion of a desire for her services elsewhere.

I have, however, not desired Commander Lee to remain beyond to-day, as I now feel an assurance that should an occasion arise requiring the presence of a public vessel to assist my representative action at Canton, your compliance with my desire for such assistance may be anticipated, and I shall call for it accordingly.

Very respectfully, your obedient servant,

H. MARSHALL.

Commodore M. C. PERRY,
Commander-in-chief, &c., &c., &c.

Commodore Perry to the Secretary of the Navy.

[No. 33.] U. S. STEAM FRIGATE SUSQUEHANNA,
Hong Kong, January 9, 1854.

SIR: Since writing my letter of the 2d instant I have received a long communication from Mr. Marshall, of which, in common fairness to that functionary, I transmit a copy.

The department can readily conceive of the embarrassment in which the demands of this gentleman have placed me.

At the very moment of final arrangements for my departure upon service especially assigned me, (several of the vessels have already left, and I hope to sail for Lew-Chew and Japan myself in three days,) I am a second time, and within the space of a week, earnestly called upon to divert one of the steamers from her destination to carry Mr. Marshall to Shanghai, (from which place he has but recently arrived,) and there to wait a few days, during which time no possible good could be rendered; and, besides, there is great risk in entering the "Yang-tse-Kang," especially in the winter season, with vessels of the draught of the steamers of this squadron, as indeed I have already demonstrated in a letter to the chief of the Bureau of Construction and Equipment, under date of the 15th of May.

The following is an extract of that letter:

"In consideration of all these disadvantages and exceeding risk, I have countermanded the orders previously given to the vessels expected from the United States to touch here, and shall not venture to allow either of the large steamers again to ascend the river, unless in cases of extreme emergency."

If, therefore, an accident were to happen to the vessel so employed, and she in consequence be unable to rejoin me, a very essential part of my force would be lost at an important moment; and I may further remark that the sloop-of-war "Plymouth" sailed only eleven days since direct for Shanghai, to relieve the "Saratoga," preparatory to the return of the last named vessel to the United States, via Japan. Thus, the presence of the "Plymouth" at Shanghai will continue to render to the Americans there ample protection.

Mr. Marshall had timely notice of the destination of the "Plymouth," in which he could have taken passage; and yesterday, four days after the date of his last communication, the British mail steamer, ("Lady Mary Wood,") the regular packet, and especially fitted for the convenient accommodation of passengers, left also for Shanghai; in either of these vessels he could have been comfortably and suitably accommodated.

It will be recollected that Mr. Marshall, on the 24th ultimo, took a house at Canton, to which he was officially conducted by Commander Lee, of the Mississippi, under instructions from me, and I had good reason to suppose that he intended to wait there the arrival of his successor. On the 26th, two days after, he applied to me, as mentioned in a former despatch, for one of the steamers to convey him to Shanghai; and on my declining to comply with his request for reasons set forth in the most respectful manner, he addressed me the communication of the 4th instant, in which he freely comments upon

the reasons thus assigned by me; and, moreover, argues that the arrangement I had made at the suggestion and with the concurrence of the Americans at Canton for their protection was inadequate for the purpose, though satisfactory to those most interested.

With respect to the motives of public expediency expressed in my letters to Mr. Marshall I have no concealment, and I do not hesitate to declare most unequivocally that I should have thought it my duty to decline co-operation with him in the manner he proposed, if other considerations did not make it imperative in me to do so; and though it is certainly not my province to discuss questions of political policy touching the intercourse of the United States with China, and especially to argue upon the subject with the accredited minister to that empire, yet it is my business to determine how far and in what way I am to use the vessels of my command in sustaining and carrying out his views.

My own opinion is, and in this I am sustained by every intelligent American with whom I have conversed or had correspondence, excepting Mr. Marshall, that this is not the time to open new issues or to prosecute any important object; that in the condition in which the opposing parties now stand, neither is prepared to negotiate or to guaranty the integrity of any measure either might be *constrained to accede to;* that the disturbance of the present state of things might, and probably would, lead to consequences seriously embarrassing, and committing the Commissioner who it is said may be daily expected to relieve Mr. Marshall; and hence my objections, irrespective of the considerations already mentioned, to a participation in any movement that would lead to such results.

It is very certain that a squadron serving abroad must be under the exclusive direction of one person, who is held by his government responsible for its proper condition and discipline, for its supplies, &c., &c.

If the ships are placed at the disposal of diplomatic functionaries, the commanding officer can have little control over them; nor can he well make provision for their wants; and especially would it be so with respect to steamers, as, in the consumption of coal, no calculation could be made at this remote distance from the sources of supply. Therefore if, as it has been reported, a steamer is to be sent to this station for the exclusive use of the Commissioner, extra and exclusive provision should be made for supplying her with coals, as it is now a cause of great solicitude and calculation with me so to manage the movements of the steamers at present in the squadron to keep up a partial supply of fuel.

But the department will perceive, by reference to my instructions, that I am not called upon to interfere with the concerns of China; and though from the necessity of resorting to its ports for supplies, and the propriety of protecting, as far as I can, consistently with other duties, the lives and property of American citizens resident in the country, has brought me in correspondence with the United States Commissioner and the merchants; I am, in fact, acting without instructions, and upon my own responsibility; and I can only remark

that, in the execution of my duties, I have been constantly influenced by a conscientious desire to do that which, in my judgment, would best contribute to the honor of the United States and the protection of American interests.

It is not improbable that I may have erred in judgment; if so, I must abide the consequences. I should be unworthy of the trust reposed in me if I were to waver a moment in the prosecution of objects of public duty, to which my experience, added to the most honest intentions, may prompt me.

With great respect, I have the honor to be, your most obedient servant,

M. C. PERRY,
Commander in Chief U. S. Naval Forces East India, China, and Japan Seas.

Hon. JAMES C. DOBBIN,
Secretary of the Navy, Washington, D. C.

CANTON, *January* 4, 1854.

SIR: Your reply, under date of the 29th ultimo, to my letter of the 26th of December, has been received.

In one paragraph of your communication, after conceding my right to manage the diplomatic relations between China and the United States, you add:

"But I must be the judge of the necessity of using the force at my disposal in intermeddling in a civil war between a despotic government, struggling for its very existence, and without the power of enforcing its own laws, or of sustaining its treaty engagements, and an organized revolutionary army gallantly fighting for a more liberal and enlightened religious and political position," &c.

The natural inference from this language is, that you are resisting a proposition made by me to employ a portion of the force under your command in intermeddling in the Chinese civil war; and, moreover, that I had desired you to engage it in the cause of the despotism you denounce, and against the revolutionary army whose gallantry elicits the warm expression of your admiration.

I call your attention to this view of the above paragraph, that you may appreciate the prejudicial effect against me its strong implications are calculated to produce.

As my mind has not conceived the idea of employing any part of the naval power of my country in a participation, to any extent whatever, in the contests of the Chinese, my pen has never traced a line to you, or any other person in China, from which the inference of such a desire on my part is deducible. Every act and expression of mine have indicated my determination to maintain the most uncompromising neutrality; and there is nothing I have said, done, or written, to afford the slightest foundation for an opinion to the contrary.

In the sense which most persons would read your letter, it is calculated to do me great injustice, and would be understood to cast an

imputation upon my public conduct, which I cannot permit to pass to the archives of the Navy Department without this accompaniment to repel the injury that would result otherwise. I shall not discuss the propriety of your refusal to furnish the steamer to carry me to Shanghai as requested. It is the province of the President of the United States to judge of the policy of sustaining the prerogative you have again and again exercised of declining co-operation with the naval force under your command when requested by the minister, basing your refusal, among other reasons, upon suggestions which amount to an assumption of the privilege of reviewing the public action and policy of the civil representative of the government. In the present instance, this pretension is advanced with extraordinary boldness, since you inform me plainly that a want of coincidence in our opinions as to time and the object of my policy would be a sufficient reason to influence you in decling to co-operate in the manner proposed, even if other considerations did not make such course imperative. Such a power is, in my opinion, dangerous in example, unfortunate for the navy itself, and utterly ruinous of the efficiency of the civil department to which I am attached. As I have no power to reduce this claim on your part to the proper limitation for its exercise, I can only unite with you most heartily in the expression of regret that, from the wide difference of opinion that exists between us as to the limits of our respective departments of official duty, I find myself restrained in the legitimate exercise of my functions and the energetic discharge of my public duty by your failure to co-operate with the naval force which, in this section of the world, is so essential to diplomatic success. Observing that the remarks of a political character contained in your letter are introduced only to exhibit the claim of naval prerogative to which I have alluded, the occasion does not demand any comment upon them. You are entirely correct in supposing that, in the formation of my opinions upon political questions, and of the proper time and circumstances for the active exercise of my diplomatic function, I understand my right to be exclusively the judge of what may or may not be attempted.

But apart from the political reasons you have advanced, (and which would render my residence in China useless to my government,) you present, as the chief objection to acceding to my request, that the execution of your plans for the ensuing season has commenced, and the diversion of any part of your force would seriously affect your entire designs. As you place yourself in the position of a commander already in the very act of executing one important naval movement, when the first intimation is given of "new measures," that might possibly require a diversion of a portion of his force, I shall recur for a moment to the facts of this case to elucidate the nature of the service chiefly required at your hands, and the circumstances which induced me to make the call upon you. This recitation will at the same time serve to prove that the "new measures" cannot be delayed upon any considerations connected with the condition of the expedition to Japan. I returned from Shanghai to Macao early in November. The various positions taken by western powers, in regard to the payment of duties at the Shanghai custom-house, rendered it very desirable that I should

have a distinct understanding of the course which the Chinese government designed to take on the subject. The report of the facts in the case of the Austrian barque "Robert" arrived shortly after I came to Macao, and on the 23d of November I addressed the Chinese imperial commissioner requesting a personal interview, that we might converse upon the matter of the duties at Shanghai. On the 8th of December he excused himself from the meeting at the particular moment, on the plea of a pressure of business, but promised to appoint a day when he could find leisure.

On the 11th of December I addressed him, dispensing with the interview, entering at large into the question of duties, and advising him of the impropriety of delay in solving the difficulty in which American commerce was involved by the injurious discrimination against it made by the manner in which the customs are now administered at Shanghai. To this letter I demanded an early reply. In a few days I told you of the position of affairs, and suggested that, as it was my wish to await at Canton my despatches from the Department of State, it might expedite the movements of the Commissioner for China should I repair to this city in one of the war steamers immediately, and that such a movement was at this juncture desirable, in order to exhibit apparent good understanding between the minister and the naval power of the United States. You promptly placed the frigate Mississippi at my disposal (for a week) to accomplish the purpose indicated. I came to Canton on the 21st December, and relieved the Mississippi on the 24th. I waited until the 26th without an answer from his excellency, and then I advised him of my determination to instruct the vice-consul of the United States at Shanghai by the steamer of the 29th. Thus the steps have been taken which brought me to the necessity of action; and as the position I meant to take in relation to the duties was one which would place the shipping of the United States on the footing of the most favored nation, I could not overlook the possibility, or even the probability, of resistance to my action by the Chinese authorities at Shanghai, where both a fleet and army are collected. It became my duty to advise you of the state of affairs, and I wrote you accordingly. I suggested the desire I entertained to be present at Shanghai, in order to afford counsel and direction to the vice-consul through the varying phases which each circumstance might give to affairs, and I asked for a steamer in order that I might have despatch; and that by her presence at Shanghai at the moment when the position should be assumed which I determined to adopt, the probability of *avoiding a collision with the Chinese* might be increased, or that efficient means might be on the spot for the protection of the rights of American citizens. The demonstration I have proposed is to protect what already belongs to us under a treaty, and to assert a clear right of American commerce and American citizens, so as to remove an injurious discrimination which is made against them by the present basis, upon which the Chinese customs at Shanghai are collected. This is the whole affair, so far as the co-operation of the naval force is required. I have heretofore read to you my instructions from the Department of State, commanding the exercise of vigilance and activity on my part, to protect the rights, lives, and property of American cit-

izens in China; and I should have neglected my duty, inexcusably, had I omitted to afford you the necessary information and an opportunity to place the naval force in a position to render assistance to our countrymen in the event of a necessity for its presence either at Shanghai or elsewhere.

We want no negotiation to secure the right it is my duty to assert. I hope we shall not require any "extensive demonstration" either as to the amount of force or the length of time; but it is my official duty to employ all the necessary means that I can command, not only to protect the right, but to secure its full enjoyment to our citizens. I am at a loss to imagine how you could have confounded my assertion of the right of an American ship to leave a Chinese port without a port clearance, with any question affording room for the display of your detestation of the despotism of China, and the admiration you have for the rebels. I assure you that the only question to which your attention is called, and which can possibly interfere with any movements you may desire to make elsewhere, is connected with the rights of American commerce under the existing treaty, and the only Chinese who would interfere to prevent the full enjoyment of the right I assert for that commerce are the Mandarins, the officers of that very despotic government which, unable to sustain its own treaty engagements, would, in the supposed case, be struggling to oppress the commerce of the United States, and might insult the dignity of their national ensign, and outrage the rights of their citizens. I act upon the especial instructions from the government which pledges to me that the naval force in this vicinity shall be *devoted* to this important object. I exercised only a customary precaution in giving you timely information of the facts, and in requesting your co-operation. I think that my letter evinced my anxiety *not* to embarrass your arrangements for the Japan expedition, nor can I conceive how the diversion of a steamer to Shanghai, until the 10th or 15th of January, could possibly produce such a consequence.

The three steamers are now in Hong Kong; and should one go with me to Shanghai, the voyage thence to Lew-Chew islands might at any prescribed time be made in two or three days, or she might join you when your voyage to Japan shall have been actually commenced.

I have limited the time, in my note to you, at which I thought I could dispense with the steamer at Shanghai; and I doubt, exceedingly, although your plans for the season may have been formed, whether your squadron will rendezvous at Lew-Chew by the time limited in the requisition I submitted. It is proper to observe that, as already stated in my former letter, the step I take cannot be delayed. I dissent entirely from the idea that it is better to await the progress of events in China before asserting the rights of American citizens in this country, lest I meet a rude refusal of my demands, which may disturb our American trade. I shall demand only the rights of my countrymen, and these I shall demand although there might not be a ship-of-war belonging to my country on this side of the globe. I shall seek the protection of those rights by the instrumentalities which Congress has provided for that purpose; and when these may not be had, I shall assert the right, and leave its vindication to the future action of the

Executive. I should justly incur the censure of the President of the United States were I to pretermit the assertion of the right of American shipping to an equality with that of the most favored nation at the earliest moment when any unjust discrimination can be removed. I regret your failure to co-operate with me in affording the means to avoid probable difficulty (as I am perfectly satisfied that your prompt compliance with my request would have done) at the moment of first exercising this right; *nevertheless it has already been asserted*, and *will be repeated and maintained.* In the further performance of my official duty, I have now to advise you that the imperial commissioner answered my letter on the 28th of December. He promised merely to write instantly to Kiangnan, and to direct the Tautai, by one law, to make investigations and to manage properly, and not in the least degree to suffer any irregularity. He adds, "that thus the evil of unjust discrimination it will be practicable to avoid." He declined to take any other step. To these generalties I replied, on the 31st of December, that if, hereafter, the flag of any other nation entered or cleared the port of Shanghai without the payment of duties, or making payments only in obligations, the redemption of which was dependent on the decision of another power than China, the ships of the United States would leave the port without any requistion for a port clearance, and no duties would be coerced from the citizens of the United States during the prevalence of the custom. As I have no idea the British authorities will alter the mode they have adopted, I can only regard the question for Chinese solution to be simply whether the Chinese authorities will submit to the departure of American ships upon the terms I have stated, or will resist it.

That must be decided by a few examples in practice, and a few days will solve the whole problem. In my opinion, the favorable solution of it would be materially assisted by the presence of a war-steamer at Shanghai at the moment when the practice under the rule shall commence, and by my own personal presence to supervise "the procedure" which takes place at the time. Once fairly under way, there would be no requisition to delay any part of the squadron further; but should resistance take place, and injury to life or property be the consequence, I should deeply regret the decision you have made to decline co-operation. The first paragraphs of your letter demand only a passing comment. Neither of the inferences you have made from my occupation of a residence at Canton are logically deducible from the premises. Though this city had been selected for my permanent official residence, (which it is not,) it is not difficult to see that emergencies might suddenly arise to require my presence, temporarily, elsewhere, which I have a desire, but no means, to meet, unless I can obtain a naval steamer. The mere fact of my furnishing my apartments, proves no more than my wish to have a decent abode. As to your second inference from the same premises, I should have preferred to mainain the silence I have heretofore preserved on the subject of the provision made for the defence of Americans at Canton, in the event any difficulty here. But as your letter raises an inference from my silence and my occupation of a residence here, I say to you, reluctantly, that I do *not* concur in the opinion that a proper

provision has been made for the defence of American rights and property at Canton during your absence, although I know that the means adopted met with the written approbation of the American merchants at Canton. What are the means? A British steamer of one hundred and fifty tons, manned by twenty sailors and ten Chinese, and carrying an armament of four guns of four-pound calibre each. In the event of a disturbance, the "Queen" may suffice to transport the women and children of American citizens from the city, provided they reach her decks without molestation; but to defend the lives or property of American citizens here in the presence of an invading mob or a band of robbers, the provision made is not equal to any exigency whatever.

It is impossible, however, for me or any other person to anticipate what may occur in Canton to require the active intervention of a naval force; and therefore I have preferred to be silent under the circumstances, rather than to dissent from arrangements which you had already made; nor should I have ventured the above observations except to exclude a conclusion you seem to have adopted from my silence heretofore on the subject. I apprehend, from the tenor of your observations, that your disinclination to my visiting Nanking may have produced or have affected your decision to decline co-operating with me; although, considering your admiration of the revolutionary army, I might be free to presume that you would have hailed my determination to gain more exact information of the prospects of the war, and of the effect its results would probably have on American interests, with sincere pleasure. The desire to gain information in relation to this country, in which my own has so large and increasing an interest, is becoming *my* official position; but it could neither induce me to pretermit a single public duty, nor betray me into any act or position that could by posssibility affect the neutrality of the United States. I do not consider that my ascent of the Yantze to Nanking, where the war-steamers of Great Britain and France have been with the plenipotentiaries of those powers on board, and whence they have returned without eliciting a comment from the imperial government or an objection from its officers, could be regarded as a committal of the flag of the United States. My letter discloses other reasons, connected with American interests, which render such an excursion very desirable at this time. The visit to Nanking was mentioned, however, as quite apart from the main object of my proposed visit to Shanghai, and not as *necessarily requiring* any co-operation by the naval force, though a desire for a guard was expressed, should it be attempted under favoring circumstances during the stay of the steamer in the port of Shanghai.

But suppose that enterprise to be left to me alone, without the co-operation of the navy or any of its members, and still the main inducement remains to require the call I have made for the use of the steamer to carry me to Shanghai, and to afford, by my temporary presence, assistance and support to measures deeply affecting American commerce, and which may have an important bearing on the basis of our future relations with China.

In closing this communication, which my wish to be clearly under-

stood has made longer than was desirable, I assure you, sir, that I should regret much to derange any of your plans for the ensuing season, or to make any diversion of your naval command from the service to which the same may have been assigned. But with no force on this coast but the sloop-of-war at Shanghai and the little Queen in this river, I hope the counsels of prudence among the Chinese may relieve us from cause to regret the absence of the squadron usually assigned to this station. My object has been, however, and is, to perform my duty in the office I hold, not to interfere with your arrangements for the prosecution of the Japanese expedition. I have placed the requisitions of this office plainly before you, and I think yet it would be well to reconsider your determination, as I learn there is great uncertainty whether even a British merchant steamer will go shortly to Shanghai, and it is very important, in my opinion, that my instructions relating to American shipping should reach the vice-consul Cunningham without delay.

Should you adhere, however, to your expressed determination, I have no recourse but to submit to a result I cannot control, leaving the responsibility for your official action to the judgment of the President of the United States, having discharged my own duty.

I am, sir, respectfully, your obedient servant,

HUMPHREY MARSHALL.

Commodore M. C. PERRY,
Commander-in-chief of the Naval Forces of the United States in the Seas of China, Japan, &c.

Commodore Perry to the Secretary of the Navy.

[No. 34.] U. S. STEAM FRIGATE SUSQUEHANNA,
Hong Kong, January 9, 1854.

SIR: It is with great satisfaction that I inform the department that the intercourse of myself and the officers of the squadron with the English authorities, civil, military, and naval, has been most cordial and friendly; nothing could exceed the kindness, official and private, which we have all received. It is true that these civilities have been, in part, reciprocated, but only to an extent to tighten more closely the feeling of mutual harmony, so desirable between the officials of separate powers, especially when meeting in foreign ports.

With the French and Russians we are also on good terms, and it may be a source of gratification to the department to learn that, by a more provident foresight, ours are the only steamers in these seas that are provided even with a limited supply of coal.

From the scarcity of vessels, and consequent difficulty of obtaining transportation of coals from Europe, the English, French, and Russians are entirely without supplies; and it has fallen to me even to give access to our stock to the English admiral, should his coal vessels not arrive; of course, whatever is thus delivered to the English is to be returned, in like quality and quantity, within a given time, so that we shall not be inconvenienced by the loan of them. The French

and Russians have, at present, no means of returning what they receive; and consequently I shall spare them no more, as I am obliged to husband my stock with the greatest care and economy.

Every article in her Majesty's naval stores here has been placed at my disposal; but I have only drawn some lime-juice, to be used for sanitary purposes, and not to be obtained elsewhere.

In a letter addressed to the department, bearing date the 1st of September, (No. 19,) I have suggested the necessity of providing coal for the return of the steamers to the United States, by way of the Pacific ocean. Since the date of that letter, I have received a communication from the United States consul at Honolulu, (Sandwich Islands,) informing me, in answer to an inquiry of mine, that there was at that place sixteen hundred and thirty-five (1,635) tons of anthracite, shipped at my suggestion a year since, and it is all-important that instructions should be given to the consul not to deliver any of it, under any consideration; otherwise, the steamers may call there in expectation of a supply, and learn that it has been used for other purposes.

I take pleasure in stating to the department, that on the occasion of paying funeral honors to the memory of the late Vice President King, Admiral Sir Fleetwood Pellew caused all the vessels of his squadron to half-mast their colors during the whole day, and fired minute-guns from his own flag-ship.

With great respect, I have the honor to be, your most obedient servant,

M. C. PERRY,
Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas.

Hon. JAMES C. DOBBIN,
Secretary of the Navy, Washington, D. C.

Commodore Perry to the Secretary of the Navy.

[No. 36.] U. S. STEAM FRIGATE SUSQUEHANNA,
Hong Kong, January 12, 1854.

SIR: For obvious reasons I have hitherto transmitted to the department copies of my correspondence with the Hon. Mr. Marshall; and as the papers of which the enclosed are copies will probably bring to a close what has been very disagreeable to me, I have thought it advisable to place these also upon file at the Navy Office.

The letter of Commander Walker, bearing the same date as that of Mr. Cunningham, who is acting vice-consul at Shanghai, and the subsequent letters of Commander Walker and Purser Harris, do not allude in the slightest manner to the outrages spoken of by Mr. Cunningham; and a Mr. Mugford, an American gentleman of high respectability and intelligence, yesterday assured me that he had left Shanghai on the 31st December, and had a few days before visited Ningpo with a large party of Americans, and had noticed no unusual disturbance in that vicinity.

I mention these facts with reference to the efforts that have been

made to induce me to detach a part of that portion of my force destined for Japan to the coast of China.

There has been, and will continue to be, a sloop-of-war stationed at Shanghai—a force quite sufficient for all purposes of protection.

With great respect, I am, sir, your most obedient servant,

M. C. PERRY,
Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas.

Hon. JAMES C. DOBBIN,
Secretary of the Navy, Washington, D. C.

[No. 19.] UNITED STATES SHIP SARATOGA,
Shanghai, China, December 24, 1853.

SIR: By the hasty departure of an opium schooner for the southern ports, I had only time to acknowledge the receipt (per "Lady Mary Wood") of your despatch, dated the 12th and 13th instant, with the accompanying private letter and documents from Commander Adams, which I shall answer by return of mail. Nothing of interest has occurred here since my last dates. The Cassini returned with Mons. de Bourboulon, from Nanking, on the afternoon of the 18th instant. I transmit herewith an account of his excellency's visit to that place, in an extra of the "North China Herald."

Very respectfully,
WM. S. WALKER, *Commander.*

Commodore M. C. PERRY, *&c., &c., &c.*

Since the receipt of the above, I have received letters from Commander Walker, of the 27th and 29th, and from Purser Harris, of the 31st.

M. C. PERRY.

Extract from a letter received per "Nymph," from E. Cunningham, Esq., vice-consul of the United States at Shanghai, dated December 24, 1853.

"With such a *possibility*, it seems very desirable that the American naval force at this station be increased, as this is the point where the first meeting will, in all probability, take place. I have received from Mr. D. B. McCartee, of Ningpo, information of outrages committed upon native boats by foreign seamen, calling themselves Americans, who have hired Chinese boats, armed them, and assumed the business of *convoying*. They bring in boats which they call pirates, confiscate their contents and destroy them. The Chinese complain that the said boats are innocent traders, and ask for redress. I have applied to Captain Walker, of the Saratoga, for an officer and men to send to that port for the purpose of arresting the offenders, and putting a stop to practices which will inevitably result in the massacre of all sailors

thought to be Americans, who can be found unprotected, by the natives, besides bringing disgrace upon our flag and names. He is, however, unable to give the aid, though I offered my own yacht for the conveyance, without charge. I beg, therefore, to request that, if it is possible, some measure may be taken to keep order at that port, which is more or less a resort for dissolute sailors, from its proximity to Shanghai."

LEGATION UNITED STATES OF AMERICA,
Canton, January 8, 1854.

SIR: Annexed you will please find an extract from an official communication received at this legation to-day, from the vice-consul at Shanghai.

I feel it to be my duty to urge your immediate attention to it, as it would appear from the inability of Commander Walker to furnish a guard to prevent the outrages alluded to, that the force at present under his orders is unequal to such emergencies as may at any moment arise. It is due to our national character that such combinations by desperadoes, wearing the name of Americans, should be suppressed promptly, and punished summarily.

I am, sir, very respectfully, your obedient servant,

HUMPHREY MARSHALL,
United States Commissioner.

Commodore M. C. PERRY,
Commander-in-Chief, &c., &c., &c.

U. S. STEAM FRIGATE SUSQUEHANNA,
Hong Kong, January 12, 1854.

SIR: Constant official employments preparatory to my departure from this port, and other indispensable public occupations, have prevented me until this time from acknowledging the receipt of your despatch of the 4th instant. I now do myself the honor of replying to that, and to the communication more recently received from you.

With respect to the first, I may remark that the reasons expressed by me in my letter to you of the 29th ultimo are still in full force, and I see no cause for deviating from the course therein indicated. In order, however, that our government may be made acquainted at the earliest moment with all the circumstances, I transmitted, by the mail of yesterday, a copy of your despatch, being myself desirous of having all my acts scrupulously scanned.

As to the statement made by Mr. Cunningham, in the extract of his letter of the 24th ultimo, appended to yours of the 8th instant, I can only say that I have letters from Shanghai, official and private, dated respectively the 24th, 27th, 29th, and 31st ultimo, and verbal information to the 1st instant, and not a word is mentioned of the state of things described by Mr. Cunningham; and Commander

Walker, from whom I have letters of the 24th, and two of subsequent dates, does not in the remotest manner allude to any application made to him by Mr. Cunningham.

I have also seen an American gentleman of great intelligence, who has recently visited Ningpo, who informs me that he was not aware of any unusual disturbance in that vicinity.

It seems singular that Commander Walker should not have communicated such important information in his letters, as he has been hitherto very particular in keeping me acquainted with every event of interest that has transpired at Shanghai and its neighborhood.

By reference to the subjoined extracts, you will perceive that Commander Walker has discretionary power to act in cases similar to that described by Mr. Cunningham. I must, therefore, infer that he did not deem it advisable to do so.

I shall, however, transmit to him a copy of your communication of the 8th, together with the remarks of Mr. Cunningham.

Very respectfully, your obedient servant,

M. C. PERRY,

Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas.

Hon. HUMPHREY MARSHALL,
U. S. Commissioner to China, Canton.

Extract of a letter from Commodore Perry to the Hon. Humphrey Marshall, dated Macao, September 29, 1853.

"Commander Walker has been instructed to proceed to Fuh-Chow or Ningpo, should he, on consulting with you, deem it necessary at any conjuncture to do so, and from thence return to Shanghai; and I shall have an extra ship ready to hasten to either of those places from the south, should the information constantly received at this place from the coast, north and south, make it expedient to despatch one."

Extract of a letter from Commodore Perry to Commander Walker, dated Macao, September 30, 1853.

"If, on consultation with his excellency Mr. Marshall, you should deem it advisable, at any conjuncture, to leave your present station at Shanghai to visit the port of Ningpo, or Fuh-Chow, you are authorized to exercise your discretion in the matter, presuming, of course, that you can leave Shanghai temporarily, as there will be other national vessels at that place."

Commodore Perry to the Secretary of the Navy.

U. S. STEAM FRIGATE SUSQUEHANNA,
Hong Kong, January 14, 1854.

SIR: On the eve of getting under way for Japan, with all my arrangements made to leave in an hour, and a large portion of my force

actually gone, I am placed in possession of the letter of the department of the 28th of October, (which arrived by the mail of last night,) directing me, under certain views of the government with respect to China, to detach one of the steamers of my command, to be placed at the disposal of Mr. R. M. McLane, recently appointed Commissioner to China.

Such an arrangement, at this moment, would be seriously inconvenient and highly injurious to my plans, the execution of which has already commenced; indeed, it could not be done at this time without deranging the operations of the squadron—so intimately are the steamers connected with each other; and I feel assured that, if the department was to be made acquainted with the true state of things, and the importance of my carrying the three steamers with me to Japan, as it now does of the events of my former visit to that empire, it would at once revoke the order; but, as it is my duty to obey, though it cannot be done at this moment without serious consequences to the success of my mission, I will detach one of the steamers from the Bay of Yedo, and send her to Macao, where she can only be of use in contributing to the convenience of the Commissioner, as her great draught of water will render it impossible to ascend, for any useful purpose, the rivers in China.

My various letters to the department will, I think, demonstrate the correctness of this assertion. However, I have no alternative, though I cannot but express the deep disappointment and mortification to which I am subjected.

Although Mr. McLane may not find a steamer waiting for him at Macao when he arrives, I will order her to the coast of China the moment I can do so consistently with the public interests.

I am sure the department will not object to the exercise of this discretion—no possible inconvenience can arise from the delay. Mr. McLane may probably be detained some time in Europe, and the steamer may be back in time to meet him, and before he will be prepared to act.

I must confess that this order has dampened my hopes very much, but I shall do the best I can.

I am, sir, very respectfully, your obedient servant,

M. C. PERRY,

Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas.

Hon. JAMES C. DOBBIN,

Secretary of the Navy, Washington.

Commodore Perry to the Secretary of the Navy.

[No. 38.] U. S. STEAM FRIGATE SUSQUEHANNA,

Napa, Lew-Chew, January 25, 1854.

SIR: At the moment of leaving Hong Kong, on the 14th instant, all the steamers having steam up, and the Powhatan and Mississippi with the Southampton and Lexington in tow, I received the letter of

the department bearing date the 28th of October, directing me to detach one of the steamers from my command and place her at the disposal of the Hon. R. M. McLane, Commissioner to China.

In the embarrassment which this unexpected order produced in my mind, and looking solely to what I supposed to be the intentions of the department, and my duty in giving ready obedience to its injunctions, I determined to adopt such course as I thought would subserve those considerations, and at the same time obviate, as far as might be, the serious consequences of withdrawing a steamer so suddenly from the force originally destined for Japan, a part of which having already sailed.

I was aware that the department could not have received my despatches giving an account of a previous visit to that country, and of the pledges which, in my diplomatic capacity, I had full authority to make, and did make, as will be perceived by reference to the following extract of my letter to the Emperor:

"Many of the large ships-of-war destined to visit Japan have not yet arrived in these seas, though they are hourly expected; and the undersigned, as an evidence of his friendly intentions, has brought but four of the smaller ones, designing, should it become necessary, to return to Jedo in the ensuing spring with a much larger force."

At that time I had full confidence in the early arrival on the station of the Vermont, and other vessels, of the equipment of which I had received official notice, and whose captains had been ordered to report to me, and to whom I had issued the necessary instructions; I therefore spoke with certainty of taking with me in my next visit a much larger force.

Since then, I have been duly informed that the Vermont and Allegheny had been withdrawn; and as the Plymouth is necessarily stationed at Shanghai, and the Saratoga is preparing to return home—my available force for Japan, excepting in the addition of two storeships; and now that a steamer is to be detached, will be no larger than it was last year; hence the importance of showing a *third* steamer, if nothing more; and this I propose to do by hastening my visit to Jedo, and causing the Susquehanna to be seen a few days by the Japanese, and then to send her to Macoa, in conformity to instructions, where she can arrive by the 20th or 25th of March—probably before, or by the time, Mr. McLane reaches that place.

After all that has been communicated to the Japanese by myself and officers, and through the Dutch, Russian, and other channels, of the large American force that would appear in their waters in the ensuing spring, it will be difficult for me to offer any plausible reasons for the deficiency and the non-fulfilment of my pledge made in good faith; still, it will be my duty to make the most of the means placed at my disposal—sufficient, it is true, to chastise insult, but not enough to overawe a people remarkable for sagacity.

With respect to the remarks of the department, touching my cooperation with the Commissioner to China in the diplomatic relations of the United States with that empire, I may trust that my instructions will place me upon an equal footing of power and influence with that functionary, conformably to the appointment I already hold.

This will be essential to a cordial co-operation, for I can hardly suppose that myself and entire command are to be made subject to the control of a gentleman, however wise he may be, yet much younger than myself, and far less experienced in the routine of public intercourse with strange nations; indeed, my diplomatic appointment, granted by the President in all due form, would give me priority of date, if, in its extent and general tenor, it does not award me greater powers.

But I will not permit myself to imagine for a moment, that a long life of forty-five years in the service is to terminate in a manner to bring reproach upon my naval pride. I am sure that such cannot be the intention, however the course of things may seem to lead to such inference.

I have the honor to be, very respectfully, your obedient servant,

M. C. PERRY,
Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas.

Hon. JAMES C. DOBBIN,
Secretary of the Navy, Washington.

Commodore Perry to the Secretary of the Navy.

[No. 39.] U. S. FLAG-SHIP SUSQUEHANNA,
Napa Keang, Great Lew-Chew, January 25, 1854.

SIR: I have the honor to transmit herewith a copy, with a translation appended, of a communication received on the 14th instant, from the governor general of the Dutch East Indies, and also a copy of my reply thereto.

I had previously heard, through officers of the Russian squadron, of the reported death of the Emperor of Japan, and that similar reasons had been assigned to the Russian admiral for a non-reply to a letter from his sovereign, which he had sent to Yedo from Nangasaki.

It would seem to be singular that the Emperor of Japan, who, as we understood, was in good health at the time of our visit to Yedo Bay, in July last, should have died immediately after the appearance of the American and Russian squadrons upon the coast; and it is also singular that the law of protracted mourning, and consequent delay of public business referred to, should not have been mentioned in any of the books describing the manners and customs of the empire.

The laws of China require the eldest son of the highest classes to abstain from pleasure, company, or business, for seven weeks; but the successor to the Imperial throne assumes the government immediately, and public business is never interrupted.

The intelligence will not, however, deter me from prosecuting the plans which I had previously proposed to myself; and as this letter, together with others, will be sent by the store-ship Supply to Shanghai, there to take the mail for the United States, probably offering the last opportunity I shall have for a length of time of communicating with the department, it is proper that I should avail of the

occasion to make the government acquainted with the nature of those plans; of the successful issue of which, however, there is, of course, much uncertainty.

It is known that one of the leading objects of my mission was to demand explanations of the Japanese government respecting its treatment of American citizens, who have been accidentally thrown upon its shores, and to make declaration that the United States government will no longer tolerate such acts;

To endeavor to obtain the opening of one or more Japanese ports to American vessels;

And to negotiate, if possible, a treaty with the empire, upon a basis just and equitable.

There will, I imagine, be little difficulty in bringing about suitable explanations and apologies, with assurances of kind treatment to all strangers who may hereafter fall into the hands of the Japanese, as also friendly treatment and supplies to whaling ships anchoring in the ports of the empire; and this result would alone repay the United States government for all the expenses of the expedition.

With respect to the accomplishment of the two other objects in view, there is in my mind some doubt, unless force is resorted to; and the adoption of this alternative, if not brought about by the acts of the Japanese themselves, would probably put us in the wrong.

It will, therefore, become necessary in the absence of specific instructions, for me to assume certain responsibilities, and to act according to circumstances, and as my best judgment may dictate.

To this end it is my intention, should the Japanese government refuse to negotiate, or to assign a port of resort for our merchant and whaling ships, to take under the *surveillance* of the American flag, upon the *ground of reclamation for insults and injuries committed upon American citizens*, this island of Great Lew-Chew, a dependency of the empire, to be held under such *restraint*, until the decision of my government shall be known, whether to avow or disavow my acts. Until such action is had, the responsibility will rest solely upon me, and I shall assume it as a measure of political precaution, for it is certain that if I do not take preliminary steps before leaving this port for Yedo, for adopting such course, the Russians or French, or probably the English, will anticipate the design.

It will be understood, that in no way will the authorities or people of the island be molested or interfered with, nor will any force be used, unless in self-defence; in truth, we already possess all necessary influence in the island, which has been acquired by kindness and non-interference with their laws and customs.

The Americans have stronger claims for redress upon the Japanese than any other civilized nation; and though it does not belong to the spirit of our institutions to extend our dominion beyond sea, positive necessity requires that we should protect our commercial interests in this remote part of the world, and in doing so, to resort to measures, however strong, to counteract the schemes of powers less scrupulous than ourselves.

Therefore, in my present position, I cannot but feel the weight of responsibility which this peculiar state of things imposes upon me;

and being aware of the expectation of the government and people of the United States, with respect to Japan, I shall not flinch from the exercise of powers, the propriety of which may be, *at first*, questioned by many, but the avoidance of which would be pronounced by *all* as showing a want of sagacity and firmness on my part.

This friendly intercourse of the Americans with the inhabitants of the island has already contributed greatly to their advantage, and no one can foretell the benefits that would arise to these debased and inoffensive people by a certainty of protection from a powerful nation like ours.

The most scrupulous regard to the rights of the authorities and other classes has been observed, and they are gradually becoming less reserved; and if it were not for the numerous Japanese agents and spies, who are ever on the watch to notice and report to the Imperial government every event that transpires, *making* those who manifest any friendly regard for us *to be held accountable at some future time*, the Lew-Chewans, it is thought, would rejoice in being placed in a political position rendering them independent of the tyranny of their Japanese rulers.

The Regent, at my request, ordered, some time since, the erection of a building as a depository for coal, in which there is now about 700 tons for the use of the squadron. He has also assigned a building for the accommodation of the sick and others who reside on shore.

For these I insist on making payment, to which, in consideration of the presents made to him of cattle, &c., he has demurred; but I shall persist as I did with reference to the supplies for the ships, for which they do not now evince the least reluctance to be paid, even advancing their prices.

In regard to the Bonin islands, everything, according to the last accounts, remains as at the time of our departure from Port Lloyd.

I now beg to invite the particular attention of the department to the tenor and meaning of the foregoing observations, and to remark, that in all probability I may not have arrived at any final understanding with the Japanese, whether satisfactory or otherwise, so as to enable me to return to Hong Kong before the latter end of July next, by which time a reply to this communication may be expected in due course of mail.

And as I would earnestly request the department to instruct me whether I shall take further measures for holding possession of this island, provided the Japanese government may not comply with our just demands, or whether I am to abandon all claims upon it, and leave the authorities and people as I found them—an alternative I might hope would not be determined on, as well in justice to this defenceless and overburdened people as a regard to the commercial interests of our country.

I would also ask for instructions with respect to the Bonin islands. My former communications and my correspondence with Sir George Bonham, now before the department, will fully explain the motives

which have actuated me in visiting and exploring this interesting group.

I have the honor to be, very respectfully, your obedient servant,

M. C. PERRY,
Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas.

Hon. JAMES C. DOBBIN,
Secretary of the Navy, Washington.

[Translation.]

BUETENZORG, *December* 23, 1853.

Mr. COMMODORE: The Dutch ship "Hendrika," master Admiral, which sailed for Japan in July last, has returned to Batavia on the 15th instant.

She brings intelligence from the superintendent of our factory there, up to the 15th of November, 1853, and information of the death of the Emperor of Japan, soon after receiving the letter of the President of the United States.

The Japanese government has requested the Dutch superintendent to communicate to the American government: That this event, according to Japanese laws and customs, makes necessary the performance of many and continuing ceremonies of mourning, and extensive arrangements with respect to the succession to the throne; that during the period of mourning no business of any importance can be transacted; that the letter of the President of the United States can only be taken into deliberation when the time of mourning is over; that previous thereto, the opinions upon the subject have to be obtained from all the governors (lords) in Japan; that for that purpose the governors have to repair to Yedo in succession, (one after the other;) that all that will take much time.

The Japanese authorities have repeatedly requested the superintendent of our factory that he should inform the American government of the wish of the Japanese government not to let the American squadron return to Japan at the time fixed upon by your excellency, for fear that under the circumstances created by the decease of the Emperor, and from the several and unavoidable conferences with the Japanese authorities, and of those authorities among themselves, the American squadron might create *broil* (confusion,) as the Japanese authorities express themselves.

I believe it not necessary to go beyond informing your excellency of this wish of the Japanese government, to be filed with my letter of the 22d of September, 1852, (No. 134.)

With great respect, I have the honor to be, your excellency's obedient servant,

DUYMAER VAN TWIST,
Governor General of Netherlands India.

By order of his Excellency the Governor General:

A. PRINS, *Chief Secretary.*

His Excellency COMMODORE PERRY,
Commandant of the U. S. Squadron, destined for Japan.

U. S. STEAM-FRIGATE SUSQUEHANNA,
Napa, Lew-Chew, January 23, 1854.

SIR: I have the honor to acknowledge the receipt of the letter of your excellency of the 23d ultimo, informing me of a communication you had received from the superintendent of the factory at Dezima, announcing the death of the Emperor of Japan, and detailing the consequences that would result from this event in retarding the progress of the mission with which I have been charged.

Allow me to thank your excellency for the trouble you have taken in conveying to me this sad intelligence. I trust, however, that the present rulers of Japan have become so well satisfied of the intentions of the President in suggesting the propositions which I have had the honor of presenting, that they will not be disposed to throw any serious obstacles in the way of a friendly understanding between the two nations.

With great respect, I have the honor to be, your most obedient servant,

M. C. PERRY,
Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas.

His Excellency DUYMAER VAN TWIST,
Governor General of the Netherlands Indies.

Secretary of the Navy to Commodore Perry.

NAVY DEPARTMENT, *May* 30, 1854.

SIR: Your despatch No. 39, dated at Napa-Keang, Great Lew-Chew, January 25, 1854, has been received.

Your suggestions as to the policy and propriety of securing a coal depot at Port Lloyd are appreciated and approved by the department.

At some future and no distant day, I have no doubt, from its geographical position, it will be found convenient and important for a line of steamers to Shanghai or Hong Kong, from the Sandwich Islands or from San Francisco, to China.

Your correspondence with Sir George Bonham, in regard to the Bonin islands, was conducted with ability and in the right spirit.

Your suggestion about holding one of the Lew-Chew islands "upon the ground of *reclamation for insults and injuries committed upon American citizens*" "should the Japanese government refuse to negotiate or to assign a port of resort for our merchant and whaling ships," is more embarrassing. The subject has been laid before the President, who, while he appreciates highly the patriotic motive which prompts the suggestion, is disinclined, without the authority of Congress, to take and retain possession of an island in that distant country, particularly unless more urgent and potent reasons demanded it than now exist. If, in future, resistance should be offered and threatened, it would also be rather mortifying to surrender the island, if once seized, and rather inconvenient and expensive to maintain a force there to retain it. Indulging the hope that the contingency may not

arise to occasion any resort to the expedient suggested, and that your skill, prudence, and good judgment may enable you to triumph over the ignorant obstinacy of the Japanese without violence, it is considered sounder policy not to seize the island as suggested in your despatch.

I regret much that the order allowing our Commissioner to China the use of a steamer should have caused you embarrassment or mortification. Such was far from the design of the department. The revolution in China seems to call for great consideration from our Commissioner, and to render it important that he should have every convenient facility to advance his efforts to effect favorable negotiations for his country. And, although your force is not as large as you anticipated and desired, it is larger than you had on your first visit.

Wishing you all success and fame, I am, very respectfully, your obedient servant,

J. C. DOBBIN.

Commodore M. C. PERRY,
Commander-in-chief U. S. Naval Forces, East Indies,
Hong Kong, China.

Commodore Perry to the Secretary of the Navy.

[No. 41.] U. S. FLAG-SHIP SUSQUEHANNA,
At Sea, Feb. 9, 1854, (Lat. 30° 13′ N., Long. 132° 15′ E.)

SIR: In the hope of obtaining more satisfactory information from personal examination, I have hitherto deferred a reply to the order of the department directing me to report upon the contents of a letter addressed by Commander James Glynn to Commodore Thomas Ap C. Jones, and bearing date the 21st of February, 1850, in which he communicates the fact of having, as he supposed, discovered an island in the Japan seas, not before known to modern navigators; and, upon such conjecture, claims the right, under certain reservation, of giving it the name of the ship he then commanded.

The island represented to be seen in June, 1849, and described in the letter just referred to as bearing in a southeasterly direction from the Preble, is called, in the Japanese charts, Oho-Sima, (Great island;) and by the Chinese, Ta-tao. The islets in sight at the same time, bearing north-northwest, were examined, in 1846, by Captain Guerin, of the French corvette Sabine, and named by him Cleopatra islands.

These islands, as well as Oho-Sima and others lying contiguous, were distinctly seen from the decks of the ships of the squadron on passing them yesterday, and of which sketches were taken.

The Cleopatra islands are two in number, are small, cone-shaped, uninhabited, and lie near to each other. They are evidently of volcanic formation, the craters being clearly visible. In height, the largest has been estimated, by Monsieur Guerin, at 1,650 English feet.

Oho-Sima is the principal of what I shall call the northern group of the Lew-Chew chain; which, in connexion with the Mijako-Simas and another chain commencing with the Cleopatra islets, extend from near the north end of Formosa to Kiu-Siu, the southwestern extremity of Japan proper.

The positions of the Cleopatra isles and Oho-Sima, as established by cross-bearings taken from the Susquehanna at noon on the 8th of February, 1854, after good observations, were as follows:

South end of Cleopatra isles—Lat. 38° 48′ N.; Long. 128° 59′ 30″ E
North end of Oho-Sima—Lat. 28° 29′ N.; Long. 129° 30′ E.

The Mijako-Sima islands have been more than once visited by foreign vessels, and more recently by the Saratoga, of this squadron, whose officers describe the inhabitants as being, in language, manners, customs, and appearance, almost identical with those of great Lew-Chew; and, if we are to judge by what we have seen of this island, we may suppose the entire chain (those, I mean, capable of sustaining a population) to have been peopled many hundreds of years.

We know that the Mijako-Sima group are governed by officers appointed by the King and council of Great Lew-Chew, and that they are frequently changed, in conformity with the insidious and jealous policy practised throughout Japan and its dependencies. We also know that these islands are subject to Lew-Chew, to the government of which they pay an annual tax; and are moreover told that Lew-Chew is a royal fief of the empire of Japan, though it is asserted by some writers that it owes fealty only to the Prince of Satsuma.

With regard to the people and government of Oho-Sima and the neighboring and probably dependent islands of Tok-Sima, Ratona-Sima, and Kikai-Sima, we as yet know but little; but it is fair to assume that they are also subject to Great Lew-Chew, and the government of the latter exercises an intermediate sovereignty between them and the empire, or possibly the Prince of Satsuma.

From what Von Seibold asserts, it seems pretty clear that this Prince receives at least the income derived from the Lew-Chew islands, which he says amounts to the annual sum of 2,240,000 guilders, nearly $900,000.

He also sustains the opinion to which I have been irresistibly led, that the three groups of Mijako-Sima, Great Lew-Chew, (or Okinawa-Sima,) and Oho-Sima, should be denominated the southern, middle, and northern Lew-Chew islands, the central government being established at the city of Shui, in the island of Great Lew-Chew.

The geographical positions of these islands, forming, as before mentioned, a continuous chain from Formosa to Japan proper, would seem to be so arranged to suit the convenience of the commerce of the unskilful Japanese, who sail in their frail, open-sterned vessels from island to island, always being careful to have a port under their lee, into which to escape on the approach of foul weather.

Oho-Sima, to which this communication should more particularly refer, is in circumference nearly 150 English miles. It is mountainous, resembling, indeed, the appearance of Lew-Chew.

It is represented by Von Seibold and other writers to be thickly populated, having all the advantages of cities, towns, villages, and commodious ports; and the wonder is that it has never, as far as we can learn, yet been visited by a Christian voyager. *I may hope to have that satisfaction*, and to be able to communicate to the department further information with respect to these interesting islands.

The recorded history of Great Lew-Chew goes back to the twelfth century, when its line of kings became allied by marriage with the Japanese dynasty. Ruins of extensive and massive castles are still found in the island; the one occupied by the present royal family is in good repair, and in architectural proportions, extent, strength, and massiveness of structure, is quite equal to many of those reared in Europe in the early and middle ages.

The roads and bridges throughout the island are of admirable structure, all giving indication of great antiquity. Many of the roads are paved with square blocks, like those in the ancient cities of Italy, and are shaded by avenues of pines and other forest trees.

The remains of fortified works, apparently intended for defence of the port of Napa, go to show that in the art of engineering the people were not deficient; and, though these works are no longer armed, they could still be made available.

To each of the principal towns belongs a commodious building, called, in the Lew-Chew language, Cung-Qua, and similar in object to the caravansaries of the East. These are constructed and kept in repair at the public expense, and here travellers can always find shelter and refreshment. It was to these public inns that the officers of the squadron, in prosecuting their explorations in the interior of the island, were conducted by their guides, and where they invariably found hospitable entertainment.

In addition to a mass of valuable hydrographical information which has already been obtained, to be forwarded in due time to the department, and to which we are constantly adding, I shall cause to be prepared, as illustrative of the opinions expressed in this communication, a sketch of the chain of islands particularly referred to.

It is nothing more than just to Commander Glynn to assume that if he was mistaken in the conclusions to which he was very naturally drawn, considering the very imperfect charts with which the ships on this station are provided, he deserves commendation for a laudable desire to contribute all in his power to the improvement of hydrographical knowledge.

It is, in truth, by such observations that the attention of the navigator is called to investigate questions thus agitated, and no one should relax in the prosecution of similar inquiries because the data upon which they found their speculations may not always prove correct.

With great respect, I am, sir, your obedient servant,

M. C. PERRY,

Commander-in-chief of the U. S. Naval Forces, East India, China, and Japan Seas.

Hon. JAMES C. DOBBIN,

Secretary of the Navy, Washington, D. C.

Secretary of the Navy to Commodore Perry.

NAVY DEPARTMENT,
Washington, February 25, 1854.

SIR: The department has received your No. 28, dated at Macao, December 8, 1853.

When your second visit to Japan shall have terminated, you will send to the Atlantic coast all the vessels comprising the East India squadron, with the exception of the Macedonian, Powhatan, and Vandalia.

The steamer Mississippi, as well as the Susquehanna, (for which last orders have already been given,) will return by way of the Sandwich Islands, San Francisco, &c.—the Mississippi entering the port of New York, and the Susquehanna that of Philadelphia.

The sailing vessels will return by such routes as you may deem best—the store-ships entering the port of New York, the Saratoga that of Boston, and the Plymouth that of Norfolk.

You will direct the store-ships to place in store, at either Hong Kong or Shanghai, such provisions as may not be needed for the different vessels on their homeward passage.

The Bureau of Construction, &c., will inform you of the preparations made for the coaling of the returning steamers. In this connexion, owing to the great cost of coal, the department desires again to impress upon you the necessity for economy in the use of steam, and reiterates the instructions contained in its letter of the 13th of January—that it be used on the return of the steamers only in urgent cases.

Agreeably to your request, you will return to the United States in either the Mississippi or by the overland route.

You will leave Captain Abbott in command until a successor to yourself is sent out.

The department learns with regret of the rumor of the loss of Lieutenant Matthews and the boat's crew, and trusts that they may yet be found safe.

I am, very respectfully, your obedient servant,
J. C. DOBBIN.

Commodore M. C. PERRY,
Commanding United States Squadron,
East India and China Seas.

Commodore Perry to the Secretary of the Navy.

[No. 42.] U. S. FLAG-SHIP POWHATAN,
Off the town of Yoku-hama, Yedo Bay, March 20, 1854.

SIR: My last despatch, (No. 40,) dated the 25th January, was forwarded from Lew-Chew; since then the whole squadron, with the exception of the Plymouth, stationed at Shanghai, has been concentrated at this anchorage, at the head of Yedo Bay, and within a few miles of the capital.

From the moment of my reaching a second time these waters, I have been incessantly engaged in adopting all friendly means of bringing about a satisfactory understanding with the Japanese government, and so far have succeeded even beyond my expectations.

The most cordial relations subsist between myself and the commissioners appointed by the Emperor to confer with me, and I entertain a very strong hope that the mission to Japan may terminate as favorably as could have been expected by those acquainted with the difficulties to be encountered.

To judge from what has already passed, I might speak more confidently; but such is the character of the people with whom I have to contend, that the slightest untoward occurrence may bring about issues calculated to mar or destroy our present friendly intercourse—hence the necessity of exercising great caution; and, whilst holding the ships prepared at all times for whatever service may be required of them, to endeavor, by every honorable advance, to conciliate the confidence of the high officers of the empire; those of the second and lower classes with whom we have come in contact, seeming to desire a closer intercourse.

The department, by a perusal of the accompanying notes and the papers appended thereto, will be made acquainted with our progress thus far in the accomplishment of the objects of this mission. As the written details are too voluminous to be embraced in an ordinary despatch, I have at this time, as on former similar occasions, prepared an account of the most important transactions, in the form herewith presented.

The Susquehanna would have left to-day for Hong Kong, in obedience to the instructions of the department of the 28th of October, did I not consider it of the highest importance that she should not depart until after my next interview with the commissioners appointed for the 23d instant, when I am promised a definite answer with respect to Matsmai. She will, however, arrive in good time to meet Mr. McLane, as we have information that his departure from the United States has been delayed beyond the 12th of December, our latest dates from home.

The Vandalia and Southampton sailed this morning for Simoda, to meet a Japanese officer of rank, despatched by land, for the purpose of examining that port, in view of ascertaining its fitness for a stopping place for American vessels.

I shall, of course, visit the port myself, but at present cannot defer my negotiations with the commissioners.

Thursday, March 23.—By reference to the accompanying notes, it will be seen that the proposed meeting of the commissioners did not take place, owing to a mistake in their reference to dates, but they sent their reply to my demand for the opening of a northern port.

I have, as will be seen, conditionally agreed to this proposition, and will communicate the final result of my negotiations by the Saratoga, now waiting here to carry Commander Adams as bearer of such treaty as I shall be able to conclude—that officer to take the Panama route, when the ship will pursue her passage to Boston.

It may be well to remark here, that although the report of the

death of the Temporal Emperor has been confirmed, the event has not apparently retarded or embarrassed in the least our negotiations.

The report circulated at Shanghai that the Russians had effected a treaty with the Japanese government at their recent visit to Nangasaki, is entirely without foundation. I am assured of this officially.

With great respect, I have the honor to be your most obedient servant,

M. C. PERRY,
Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas.

Hon. J. C. DOBBIN,
Secretary of the Navy, Washington, D. C.

Notes of transactions which occurred on the occasion of the second visit to Japan by the United States squadron in command of Commodore M. C. Perry.

The squadron sailing in a line ahead, the Lexington, Vandalia, and Macedonian being in tow respectively of the Susquehanna, Powhatan, and Mississippi, arrived off Uraga about 2 o'clock p. m. of the 13th of February.

As orders had been given similar to those issued by me in July last, no communication was allowed with any one from shore; and though the ships in passing the city were intercepted by government boats, the officials on board of them were beckoned not to venture alongside.

They followed us, however, to the position designated in my instructions as the rendezvous of the squadron, and called in our chart the "American anchorage," and where the six above-named ships anchored—the Southampton having arrived in advance.

It was not long before the government or mandarin boats were alongside the flag-ship, with a request from the Japanese officers that they might be admitted on board; but as I had caused the extra or captain's cabin to be removed from the Susquehanna to the Powhatan, in view of changing my flag to that ship, preparatory to the return of the former to China; and as I could not, consistently with the system of exclusiveness, which I still pursued, of not seeing any of the subordinates, admit them into my cabin, I directed Captain Adams to receive them on board the Powhatan.

Accordingly, he proceeded to that ship, accompanied by Messrs. Williams and Portman, interpreters, and Mr. Perry, my secretary. Captain Adams had been charged by me with precise and special instructions to hear all the Japanese had to say, but to give them no unnecessary information, nor to promise anything.

These people, who seemed to be mandarins of middle rank, with their Dutch interpreters, stated that the Emperor, in expectation of our arrival, had given orders to receive us in the most friendly manner, and had appointed commissioners of high distinction to meet and confer with me upon the propositions of the President, presented in July last. That a town called Kama-kura, about twenty miles be-

low Uraga, and the place where the Macedonian had got on shore, had been designated for the meeting.

As I had anchored off this town for the purpose of giving my personal attention to the extrication of the Macedonian from the perilous situation in which I found her, and saw enough to satisfy me that it would be absurd to take the ships there, and suspecting some artful design on the part of the Japanese, I directed Captain Adams to say that it was altogether unsuitable.

For this answer they were evidently prepared, as, after a little more quibbling, they declared that, although the Emperor preferred Kamakura, still he would have no objection to the negotiation being conducted at Uraga, where, in fact, a pavilion had been expressly erected for the purpose, and persons of high rank appointed to receive me, but to this end it would be necessary for all the ships to return and anchor off that town.

This proposition I also declined, upon the ground of the inconvenience and actual unsafety of the anchorage at this boisterous season, and I directed other and the following reasons to be assigned: that I felt myself bound to go to Yedo, or to approach with the ships as near to it as possible; that the anchorage was better higher up the bay, and I was desirous of securing a smooth place to anchor the ships, in view of stopping a leak of the Mississippi, and to examine the bottom of the Macedonian with the sub-marine apparatus, to see whether she had sustained much injury whilst on shore.

They replied that Uraga was the only place at which the cenferences could be held; that the Emperor had issued a decree to that effect, and it could not be changed.

Captain Adams at this stage of the conference sent Mr. Perry to communicate to me this apparent ultimatum of the Japanese; but I immediately ordered him back with a message, that, for reasons already assigned, I would not go to Uraga, but would consent to meet the commissioners anywhere between the American anchorage and Yedo; that I would not recede from the point then occupied by the squadron, but would be more disposed to move higher up the bay. During this interview many compliments and acts of courtesy were interchanged between the American and Japanese officers; refreshments were served, and offers of supplies made by the latter; but, in adherence to my instructions, not a single point was conceded.

On the 15th, the same officials, accompanied by others, again visited the Powhatan, where they were received by Captain Adams, assisted as before. The same arguments were urged to induce the removal of the ships to Uraga, but with no better success; an offer was again made for supplying wood and water, and such other refreshments as the ships needed, but they were told that we had abundance of provisions, though, in the course of time, we should require wood and water, which we would be disposed to receive as an article of necessity, even if they declined taking pay for it, but nothing else would be admitted on board the ships so long as they refused payment for the same; and for reason that the government of the United States could well pay for whatever might be furnished to its navy, and would not consent to receive supplies gratuitously.

Parties of officials visited the Powhatan on the 16th and 18th, ostensibly to inquire after my health, and to bring me delicacies of fresh oysters, eggs, confectionery, &c., but, in reality, to renew their arguments and persuasions for the ships to remove to Uraga, proposing, as a sort of compromise, that I should go there with one or two of the squadron, but I still resisted.

I was convinced that if I receded in the least from the position first assumed by me, it would be considered by the Japanese an advantage gained; and, finding that I could be induced to change a predetermined intention in one instance, they might rely on prevailing on me, by dint of perseverance, to waver in most other cases pending the negotiations; therefore, it seemed to be the true policy to hold out at all hazards, and rather to establish for myself a character for unreasonable obstinacy than that of a yielding disposition. I knew that upon the impression thus formed by them would in a measure hinge the tenor of our future negotiations; and the sequel will show that I was right in my conclusions. Indeed, in conducting all my business with these very sagacious and deceitful people, I have found it profitable to bring to my aid the experience gained in former and by no means limited intercourse with the inhabitants of strange lands, civilized and barbarian; and this experience has admonished me that, with people of forms, it is necessary either to set all ceremony aside, or to out-Herod Herod in assumed personal consequence and ostentation.

I have adopted the two extremes—by an exhibition of great pomp, when it could properly be displayed, and by avoiding it, when such pomp would be inconsistent with the spirit of our institutions; and never to recognise, on any occasion, the slightest personal superiority, always meeting the Japanese officials, however exalted their rank, with perfect equality, whilst those of comparative distinction, of their own nation, were cringing and kneeling to them; and, for motives of policy, and to give greater importance to my own position, I have hitherto studiously kept myself aloof from intercourse with any of the subordinates of the court, making it known that I would communicate with none but the princes of the empire. Up to this time, I have succeeded far beyond my expectations in maintaining this extreme point of diplomacy, and, as I believe, to very great advantage.

That there should be no misapprehension of my intentions, I prepared and directed the following note to be read to the Japanese:

"U. S. Steam-Frigate Powhatan,
"*American Anchorage, Yedo Bay, February* 18, 1854.

"The Commodore expects to be received at Yedo agreeably to the customs of all countries.

"In consideration of the size of our ships and their great value, he cannot return to the anchorage at Uraga, nor even remain at this place much longer, but will have to go higher up the bay towards Yedo, where the vessels can be more secure.

"If the great man (chief commissioner) will appoint an officer of proper rank to meet Captain Adams on shore, near where the ships

are now lying, to determine when and where the interview with the Commodore shall take place, he must let us know by noon of Tuesday next.

"The Commodore will be happy to place a ship at the disposal of the great man, to bring him up to the place of interview, and take him back again to Uraga if he wishes it.

"When the officer comes to meet Captain Adams, he had better bring a letter to show that he has proper authority, and a person must be sent to conduct Captain Adams to the place of meeting."

Visits were made to the Powhatan by the officials on the 19th, (Sunday,) bringing with them presents of refreshments; they were told that the day was set apart by the Americans as their Sabbath; but as they had come a great distance in cold and boisterous weather on an errand of kindness, they would on that account be politely received, but in future no official intercourse would be allowed on that day.

At this interview one of the principal interpreters, after the others had retired, took Captain Adams aside, and informed him in strict confidence that the Emperor had given orders to his commissioners to receive and entertain most favorably the propositions of the President presented by me, but nothing would be done to further the desired object unless I consented to have the meeting at Uraga.

Receiving no satisfactory reply to their suggestions of yesterday, the officials visited the Powhatan again to-day, the 20th, and were told that out of respect to the commissioners, who were detained at Uraga in expectation of seeing me, I would send Captain Adams to that place in one of the ships to call upon them, and to assure them personally and by letter that I would not go there myself. Accordingly, on the 21st, the same officers came from Uraga to accompany Captain Adams to that place, and to introduce him to the Japanese commissioners. They were invited to take passage in the Vandalia, and did so.

Captain Adams was the bearer of a note from me, of which the following is a copy:

"U. S. Flag-Ship Powhatan,
"*American Anchorage, Yedo Bay, Feb.* 20, 1854.

"The undersigned is highly gratified to learn, through the officers of his Majesty who have visited the flag-ship, that the imperial court has come to the conclusion to respond, in the most cordial manner, to the propositions of the President of the United States which the undersigned had the honor to present in July last.

"Inasmuch as the anchorage at Uraga is unsafe and inconvenient, and considering the great size and value of the steamers composing a part of the command of the undersigned, he does not consider himself justified in removing to that place; on the contrary, he deems it necessary to seek a more commodious harbor higher up the bay; and as his instructions direct him to present himself at Yedo, it is desirable that he should approach as near as possible to that city, as well for the better convenience of communication as with reference, also, to

the arrangement and exhibition of the various presents sent by the President to his Imperial Majesty.

"As the mission of the undersigned is of a most friendly character, he is not prepared to anticipate any objection to his reception at the seat of government, conformably to the usages of all the nations of Europe and America, and he hopes that when the steamers shall have reached the vicinity of the city, and secured more suitable moorings, he may have the honor of receiving on board his ship such distinguished members of the Imperial court as may be desirous of viewing the steamers, and witnessing the working of their machinery.

"This communication will be presented by Commander H. A. Adams, captain of the fleet, who is empowered to receive any written proposition addressed to the undersigned, and place at the disposal of the commissioners of his Imperial Majesty one of the vessels of the squadron.

"With the highest respect,

"M. C. PERRY,

"*Commander-in-chief U. S. Naval Forces East India,*

"*China, and Japan Seas.*"

It was quite calm in the morning, and the Vandalia did not get under way until near noon; but before she had reached Uraga, a strong gale from the southwest, and directly ahead, prevented her from reaching the port, making it necessary for her to anchor under Point Rubicon; and Captain Adams, with his party, did not land at the town until the following day, the 22d.

He was courteously received by one of the commissioners—Izawa, Prince of Mimasaki—at the pavilion erected purposely for my reception, and, presenting my note, was told that a reply would be handed to him on the following day; and after partaking of some slight refreshments, he returned to the Vandalia, which he had scarcely reached before it again began to blow, causing much anxiety to Commander Pope, the anchorage proving very much exposed, and consequently unsafe.

Captain Adams particularly noticed the position of the building erected for the meeting of the commissioners, as being placed in a deep gorge near to the shore, and fenced in by palisades or stakes. On this being told to me, I at once declared that such obstructions would not have been tolerated; and Captain Adams, as he informed me, assured the Japanese that if I had landed at Uraga, my first act would have been to have ordered the demolition of this barricade.

The 22d being the anniversary of the birth of Washington, all the ships of the squadron fired the usual salute. Many of the Japanese gentlemen came by permission on board the flag-ship to witness the firing, with which they were much interested—the most intelligent of them having heard of the name of Washington, though they had very vague notions of his history and character.

As I had little hope of any favorable result from this visit of Captain Adams, I determined to put my threat in execution, from which I anticipated much advantage, and actually removed the squadron during his absence to within sight of Yedo—so near, indeed, that we could distinctly hear the striking of the city bells during the night.

I may as well remark here, that from the moment of the anchoring of the squadron in the bay, the surveying boats were actively employed in exploring the upper part of this magnificent sheet of water—magnificent beyond anything of the kind I have ever before seen.

As a measure of precaution, these boats always sounded in advance of the ships; and when the Vandalia, with Captain Adams on board, charged with the reply of the Japanese commissioners to my letter, had rejoined the flag-ship, the boats were absent engaged in further explorations towards the city; and though this letter intimated the impossibility of holding the conference at any other place than Uraga, it had not been in my hands an hour before Kayama Yezaimon, Governor of Uraga, made his appearance on board the Powhatan with the alleged object of receiving a reply from me, but, as it will appear, for another purpose.

Here follows a translation of the letter of the commissioner:

"*To Admiral M. C. Perry:*

"The undersigned, ambassadors of the Emperor of Japan, have perused and understood the letter of the lord admiral, and in reply may remark:

"The lord admiral is right in going up to Yedo, to be received there according to the custom in Europe and America. According to the Japanese custom, ambassadors are commissioned, and a building erected for the reception of ambassadors from foreign countries in a friendly manner and with high consideration.

"The Emperor has sent us to Uraga to receive the admiral with the highest honor, and to extend the Japanese hospitality towards him, and have the interview at that place in compliance with the order of the Emperor, regardless of the customs of foreign countries.

"We wish this to be well understood: we desire the admiral to come to Uraga, there to have the interview with us in the building aforesaid, and would gratefully acknowledge the friendly meeting of the lord admiral in complying with this order of the Emperor and our own wishes.

"Our best wishes for the health of the admiral.

"HAYASHI-DAIGAKU-NO-KAMI.

"*The 27th Siogoots,* 1854."

Yezaimon first commenced by inquiring whether I was still determined not to return to Uraga; and being answered in the affirmative, he again offered supplies, and was again told that we would receive wood and water; to which he said that the searticles would be cheerfully furnished, but they could only be obtained at Uraga; and he was informed, by my order, that it was a matter of indifference to me from whence they came, as I should not go to Uraga; and if the Japanese did not bring water to us, I would send on shore and procure it, by some means.

Seeing that I was immovable in purpose, and evidently inclined to approach nearer to Yedo, he suddenly abandoned the previously assumed ultimatum of the commissioners, as to the place of meeting, and suggested, as a substitute, a very convenient spot directly opposite the

ships. To this proposition I at once acceded, the situation suiting my views, in all respects, being near to Yedo, with safe and commodious anchorage at a mile distant from the shore, and affording abundant space for the landing and preparing of the presents.

Now let us look into the deceitful conduct of these people. For the last ten days they have interposed all possible objections to the movement of the ships higher up the bay, and endeavored, by every means, to persuade me to return to Uraga; and when they found that I could not be deceived by their cajolery, and had actually approached within eight miles of the capital, they suddenly abandoned the position from which they so often assured me they could not be moved, and proposed unconditionally to concede what I had with equal but more successful pertinacity contended for.

Before deciding positively upon accepting this last proposal, I sent Commander Adams with other officers to examine the place last appointed for the conference, who soon returned with a most favorable report. The surveying boats shortly after came in with information that they had found six fathoms of water within four miles of Yedo. This intelligence at once gave me the clue to the sudden change of policy of the Japanese; but as I had never entertained the idea of abandoning the intention of getting as near with the ships to this famed capital as the depth of water would allow, and as the place of meeting last proposed suited exactly, I was satisfied with the arrangement, and accordingly prepared the following letter, to be presented to the commissioners on the first day of meeting, as a reply to the one addressed to me from Uraga, and sent by Captain Adams:

"U. S. FLAG-SHIP POWHATAN,

"*At anchor off the town of Yoku-hama, Yedo Bay, March* 1, 1854.

"YOUR EXCELLENCY: The letter of your excellency from Uraga was duly delivered by Captain Adams; and shortly after, when it was ascertained that I could not agree to return to Uraga, Kayama Yezaimon suggested that the negotiations might be conducted at a village opposite the present anchorage of the squadron.

"Being exceedingly desirous of meeting the wishes of your excellency, in every way consistent with the honor and interest of my country, and learning that the place pointed out was in all respects convenient for the purpose, I at once consented to defer my visit to Yedo until after the completion of the negotiations.

"I the more readily entered into this arrangement, as, on examination of the port by the surveying boats, it has been found that the ships can approach near to the city, where I propose at some future time to anchor them, as well to do honor to his Imperial Majesty by salutes, &c., as to be in full view of the palace, and convenient to be visited by such of the court as may desire to examine the steamers and their machinery, and I hardly need say that they will be kindly and politely received.

"With the most profound respect,

"M. C. PERRY,

"*Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas, and Special Ambassador to Japan.*

His Highness HAYASHI-DAIGAKU-NO-KAMI, *&c., &c., &c.*

It struck me that it was better to have no treaty than one that would in the least compromise the dignity of the American character, and to agree to any arrangement that would recognise, in the remotest degree, the restrictions submitted to by the Dutch, could not for a moment be thought of.

As soon as the weather would permit, the surveying boats were sent to examine the anchorage opposite the place agreed upon for the conference and the erection of another council-house; and after receiving a favorable report, I directed the squadron to be moored in a line abreast, within a mile of Yoku-hama, and covering with their heavy guns an extent of shore of five miles.

On anchoring, we observed great numbers of workmen busily employed in the erection of a large irregular edifice, intended as a substitute for the one abandoned at Uraga.

It is probable that arrogance may be charged against me for persisting as I did, and against the judgment of all about me, in changing the place of conference, and thus compelling four Princes of the Empire to follow the squadron, and subjecting the government to the trouble and expense of erecting another building; but I was simply adhering to a course of policy determined on after mature reflection, and which had hitherto worked so well.

The ships had not been long at anchor before a number of the Japanese officials came on board the flag-ship, and stated that the Imperial commissioners would be ready to receive me so soon as the building should be finished.

They made daily visits to the ship, and brought me the names of the dignitaries who have been empowered by the Emperor to meet me.

Here follow their names and titles:

Hayashi, (Daigaku-no-kami,) member of council.

Ido, Prince of Tsu-Sima.

Izawa, Prince of Mima-saki.

Udono, (Mimbu-Shiyoyu,) member of board of revenue.

Subsequently a fifth, Matsusaki Michitaro, was added to the number; so that, being myself alone, the odds were as one to five.

It was not long before the building was completed and furnished, and I was duly notified that the five commissioners would be ready to receive me on Wednesday, the 8th of March, at noon. Accordingly, every preparation was made in the squadron to distinguish the occasion of our second landing in Japan by all necessary parade, knowing, as I well did, the importance and moral influence of such show.

At 11.30 a. m. on the day appointed, the escort, consisting of about five hundred officers, seamen, and marines, fully armed, embarked in twenty-seven barges, in command of Commander Buchanan, and forming a line abreast, pulled in good order to the shore. The escort having landed and drawn up, I followed in my barge under an appropriate salute, and landing, was received by the escort and a party of Japanese officials, and conducted to the hall prepared for the conference, where I found in waiting the five commissioners, and was invited to be seated opposite the chief personage.

At this moment salutes were fired, from the howitzers mounted in the launches, of twenty-one guns, in honor of the Emperor, and seven-

teen for the Japanese commissioners. This display in landing was made altogether for purposes of policy, in accordance with the reasons already assigned.

After suitable interchanges of courtesy, I was requested to retire, with my suite, to an inner apartment, where the necessary business could be conducted undisturbed. Accordingly, accompanied by the captain of the fleet, the two interpreters, and my secretary, I withdrew with the commissioners to an adjoining room, separated from the principal hall by a flag suspended across the entrance. Refreshments having been served, a reply to the letter of the President presented in July last was handed to me and translated from the Dutch by Mr. Portman, and I replied to it verbally. I then handed to the chief commissioner a draught of a treaty, which I had previously prepared, as the basis of one which I was desirous of negotiating with the Imperial government. This was accompanied by three other papers—one being a reply to the communication of the chief commissioner adressed to me from Uraga, a copy being appended and marked B; another a statement of my views with respect to the policy of bringing about a mutually advantageous compact between the United States and Japan, a copy also appended and marked C; and the third a memorandum, likewise appended and marked D, in further explanation of the motives which would govern me in conducting the negotiations, and asking for certain relaxations of the Japanese laws with respect to the squadron.

As it would happen, a marine belonging to the Mississippi had died two days before this conference, and the very first matter to be discussed was the suitable interment of the body. I had apprehended much difficulty upon this point, and had in my own mind determined, if the Japanese persisted in forbidding the interment within either of their numerous burial places, to have effected the object, let what might occur, upon the small island called in our charts "Webster island," and lying convenient to the "American anchorage." I was pretty well satisfied that once the body was in the ground, it would not be disturbed; and as others of the squadron might die during our stay, it would be a very appropriate place of interment for all; and I was moreover anxious, for special reasons, to acquire an interest in this island to subserve some ulterior objects.

The proposition seemed to perplex the Japanese commissioners, and after some consultation they retired to discuss the question alone; and on leaving, requested that in their absence we might partake of a few Japanese dishes.

I observed that we should be most happy to do so, but it would be more consonant to our notions of hospitality if the commissioners were to join us, as the breaking of bread together was, amongst many nations, considered an evidence of friendship. They replied that they were unacquainted with foreign customs, but would cheerfully join us. Upon this they all retired; but shortly after, the second and third in rank of the number returned and the collation was served, and all went off in apparent kindness and good nature.

It was not long before the entire board was again in session, and a written reply to my request respecting the interment presented by

the chief commissioner, and to the purport that, as a temple had been set apart at Nangasaki for the interment of strangers, it would be necessary that I should send the body to Uraga, whence, at a convenient season, it might be conveyed in a Japanese junk to the former named place. To this I objected, remarking that undisturbed resting-places for the dead were granted by all nations, and then proposed to send boats and inter the body at Webster island; but to this they evinced strong objections, and, after considerable discussion amongst themselves, finally consented to allow the interment to take place at Yoku-hama, at a spot adjoining one of their temples, and in view of the ships; and they observed that, as the novelty of the scene might attract an inconvenient crowd, the authorities would send on board the Mississippi in the morning an officer to accompany the funeral party.

Accordingly, on the following day, one of the interpreters made his appearance, and the corpse was taken on shore, in the usual manner, and placed in a grave near to a Japanese temple, with all religious ceremony, conformably to the forms of the Episcopal church; since which, a neat enclosure of bamboo has been put up by the Japanese authorities.

The day after the conference, a formal reply to the letter of the President was sent to me, together with a Dutch translation—an English translation of which is appended marked E, as also a copy of my reply, marked F.

It will be seen that the Imperial government is prepared to concede much more than was anticipated by many; but entertaining the opinion that something still more advantageous might be gained, I thought it good policy to hold out for a specific treaty.

In delivering the reply to the letter of the President, they stated that the commissioners would be ready for receiving the presents on Monday, the 13th. Accordingly, they were landed with much ceremony by a detachment of twenty-four boats, in command of Captain Abbot, and safely placed in a building adjoining the conference-house, and engineers and operatives were sent from the ships to put together and arrange the various articles preparatory to the work of instructing the Japanese in their several uses.

On the 13th, the day the presents were landed, I sent a message to the commissioners requesting them to meet me at the conference-house on the 15th, to discuss the several articles of the treaty which they had submitted for my approval and signature. They replied that they should be much employed until Thursday, and suggested that day as more convenient, provided it was fair, the messenger remarking that the Japanese did not like to expose themselves to bad weather.

It stormed on Thursday, and consequently the meeting did not take place until the following day, the 17th, the commissioners arriving about noon from Kana-ga-wa, in a mignificent barge, or rather galley, covered with banners.

On landing, I was conducted immediately to the private room set apart for the discussion, and we at once proceeded to business. A paper, written in Dutch, was now presented, similar in purport to the

one which had been previously sent me in the Chinese language; from the latter version Mr. Williams had made an English translation, which, being compared with the Dutch copy, may be read, with the replies respectively submitted by me, as follows:

PROPOSITIONS OF JAPANESE COMMISSIONERS, WITH REPLIES OF COMMODORE PERRY.

First Japanese proposition.

From the next first month, wood, water, provisions, coal, and other things, the productions of this country, that American ships may need, can be had at Nangasaki; and after five years from this, a port in another principality shall be opened for ships to go to.

NOTE.—Those articles to be charged at the same prices that are charged to the Dutch and Chinese, and to be paid for in gold and silver coin.

Commodore Perry's reply.

Agreed to; but one or more ports must be substituted for Nangasaki, as that is out of the route of American commerce; and the time for the opening of the ports to be agreed upon must be immediate, or within a space of sixty days. The manner of paying for articles received shall be arranged by treaty.

Second Japanese proposition.

Upon whatever part of the coast people may be shipwrecked, those people and their property shall be sent to Nangasaki by sea.

NOTE.—When, after five years shall have expired, and another harbor shall be opened, those shipwrecked men will be sent either there or to Nangasaki, as may be most convenient.

Commodore Perry's reply.

Agreed to, excepting as to the port to which the shipwrecked men are to be carried.

Third Japanese proposition.

It being impossible for us to ascertain who are pirates and who are not, such men shall not be allowed to walk about wherever they please.

Commodore Perry's reply.

Shipwrecked men and others who may resort to the ports of Japan are not to be confined, and shall enjoy all the freedom granted to Japanese, and be subject to no further restraints. They shall, however, be held amenable to just laws, or such as may be agreed upon by treaty.

It is altogether inconsistent with justice, that persons thrown by the providence of God upon the shores of a friendly nation should be looked upon and treated as pirates, before any proof shall be given of their being so; and the continuance of the treatment which has hitherto been visited upon strangers, will no longer be tolerated by the government of the United States, so far as Americans are concerned.

Fourth Japanese proposition.

At Nangasaki they shall have no intercourse with the Dutch and Chinese.

Commodore Perry's reply.

The Americans will never submit to the restrictions which have been imposed upon the Dutch and Chinese, and any further allusion to such restraints will be considered offensive.

Fifth Japanese proposition.

After the other port is opened, if there be any other sort of articles wanted, or business which requires to be arranged, there shall be careful deliberation between the parties in order to settle them.

Commodore Perry's reply.

Agreed to, so far as it applies to ports other than Nangasaki.

Sixth Japanese proposition.

Lew-Chew is a very distant country, and the opening of its harbor cannot be discussed by us.

Commodore Perry's reply.

As there can be no good reason why the Americans should not communicate freely with Lew-Chew, this point is insisted on.

Seventh Japanese proposition.

Matsmai is also a very distant country, and belongs to its Prince; this cannot be settled now, but a definite answer on this subject shall be given when the ships are expected next spring.

Commodore Perry's reply.

The same with respect to the port of Matsmai, for our whaling-ships, steamers, and other vessels.

These propositions and replies were consecutively discussed, the commissioners interposing all possible difficulties, contending that the laws of the empire were of such a character as positively forbade

the concessions I demanded, and remarking that Nangasaki was set apart for the admission of strangers; that the inhabitants and authorities of that city had been trained to enforce the laws with respect to foreigners; and if the Americans were to have another port assigned to them, five years would be required to make similar preparations.

I replied that that was one of my reasons for objecting to this port—that its inhabitants and authorities, having been so long accustomed to the servility of foreigners, would doubtless exact more from the Americans than they would be inclined to submit to, and serious consequences would follow; and, moreover, it should be well understood that my countrymen visiting Japan must be free from all those oppressive laws which have hitherto been enforced upon strangers; in a word, I would not think of accepting Nangasaki as one of the ports.

I told them that I should expect, in the course of time, five ports to be opened to the American flag; but, at present, would be content with three, as follows: One in the island of Niphon, and suggested either Uraga or Kagosima; another in Jesso, (Matsmai;) and a third in Lew-Chew, (Napa-Keang;) and would defer all discussion in respect to the other two to some future time.

To this, after many evasions, they answered, that as I positively refused to accept Nangasaki, and having themselves objections to the selection of Uraga, they proposed the port of Simoda, in the principality of Idzu, as one in every way suitable and convenient; remarking, at the same time, that Lew-Chew was a distant dependency, over which the Crown had limited control, and, consequently, they could not entertain the proposition; that Matsmai also stood very much in the same relation to the Imperial government.

Notwithstanding all these objections, I still persisted in my demands; and seeing me determined to hold out, they proposed to retire to another room to consult upon the matter.

After an absence of an hour, the whole board again convened in the council-room, and gave, as the result of their deliberations, that longer time would be required to decide upon the expediency of opening the port of Matsmai.

They further remarked, that it was not in the power of the Crown to grant the required privilege of this port without consulting the Prince under whose hereditary right it was governed; that to do this would require a year, at the expiration of which time they would be prepared to give a reply. I told them I could not leave Japan without a reply of some sort; that if the Prince to whom they referred was an independent sovereign, I would go to Matsmai and negotiate with him. Finally, the interview ended by their saying that they would give me a definite answer on Thursday, the 23d.

Before adjourning, however, it was agreed that one or more vessels of the squadron should be despatched to the port of Simoda, to be met by a Japanese officer of rank, for the purpose of examining the harbor, in view of determining its fitness for the required purposes, it being clearly understood that if it did not answer my expectations in all respects, I should insist on another somewhere in the southern part of Niphon.

The position of this port as a stopping-place for steamers and other

vessels plying between California and China, and for whaling-ships cruising in this part of the Japan seas, could not be more desirable, lying, as it does, just within Cape Idzu, or Nogatsura, with a clear and open navigation towards the sea. It is easy of access, and vessels would be taken but a short distance from their route in resorting to it. The commissioners represent it as safe, commodious, and convenient for obtaining such supplies as the country can furnish, which are limited, owing to the remarkable abstemiousness of the Japanese in the use of animal food.

However, I may expect, on the return of the vessels which are to be despatched to examine the port, an account sufficiently accurate to enable me to decide whether or not to accept it.

Matsmai is equally convenient in position for vessels passing more to the north, and through the Straits of Sangar, a vicinity much frequented by our whalers; and it is a question whether, in making the passage from San Francisco to Shanghai, this may not be the nearest, though certainly not the safest route.

The department has already been fully informed by me of the superior advantage of securing a port in Lew-Chew.

Thus, if I succeed in obtaining free access to the required ports in Japan, we shall have three very convenient places of resort and refreshment for our ships, nearly equidistant from each other, and belonging to an empire from which our flag has hitherto been by law excluded.

Peel island, one of the Bonin group, would make the fourth.

Before separating from the commissioners, I called their attention to the details of our conversation, remarking that my secretary had taken full notes, and suggested that, to prevent mistakes, they should send me a written statement of their understanding of the verbal agreements already arranged between us. To this proposition they at once assented; and, accordingly, the chief interpreter brought on board a paper, of which the following is a translation, strongly indicative, it would seem, of the good faith in which they intend to act.

Japanese statement of points agreed upon in the interview of Commodore Perry with the Japanese commissioners on the 17th of March, 1854, appended and marked G.

1st. The citizens of the United States will not submit to degradations like those imposed upon the Dutch and Chinese, in their confinement at Nangasaki; that place is not convenient for ships to resort to, and does not answer the purpose.

2d. Lew-Chew is a very distant country, and a definite answer cannot be given.

3d. Matsmai is a very distant place, and belongs to a prince. This point cannot be settled now; some time will be required for negotiation, until the first month of our next year; because the concurrence of the central government and of the Prince of that country are both necessary to effect a result; a negotiation of the admiral with that Prince, therefore, would be to no purpose.

It was stated that an answer had better be given at once. There was time enough to have that harbor opened by the above-mentioned

time; that it was not probable that in the first years that harbor would be resorted to by many ships, because some time would be required to communicate this decision to the government, and to have it generally known.

In consideration thereof, it was agreed that a final answer should be given on the 23d of March, (the 26th of the Japanese month.)

It being mentioned, that besides Lew-Chew and Matsmai, more harbors in Niphon would be required, it was suggested that the harbor of Simoda could be opened for the ships of the United States, and agreed that two ships of the squadron would sail on the 19th of March to make a survey of that harbor; and, further, that some Japanese officers, to go by land, would arrive at that place on the 22d instant, and that the captains of those ships would await the arrival of those officers before proceeding to survey, permit any one to land, &c.

That shipwrecked men should meet with kind treatment, and be free as in other countries.

Agreement made upon due consideration:

Wednesday, March 22.—The chief interpreter visited the Powhatan to-day, to inform me, that owing to an error in referring to the Japanese calendar, a mistake had been made as to the next day of meeting of the commissioners, on which occasion I was to have had a definitive answer with respect to Matsmai; but inasmuch as such answer was promised on the 23d, it would be sent on board; and the day succeeding, the commissioners would be prepared to receive me on shore, and to present, in due form, the return presents from the Emperor, to be sent to the United States.

The chief interpreter also informed me that the commissioners had appointed Saturday, the 25th, to dine with me on board the flag-ship, in accordance with my invitation, and request that they would fix a day. To this I suggested that as Saturday might prove stormy, and our Sabbath following, on which day I could not receive company, I would prefer to have the honor of their presence on Monday, and it was so arranged.

Thursday, March 23.—The chief interpreter, according to appointment, came on board the Powhatan to-day, accompanied by several other officials, and brought the reply of the commissioners to my demand for the opening of a port for the admission of American vessels in the Straits of Sangar, island of Matsmai or Yesso.

The document was written in the Japanese, Chinese, and Dutch languages, and the one in Japanese signed by the four principal commissioners. Here follows a translation from the Dutch, and another from the Chinese may be found in the appendix, lettered H.

"Ships of the United States of North America in want of provisions, wood, and water, shall be supplied in the harbor of 'Hakodadi,'* as has been desired. Some time will be required to make preparations, inasmuch as this harbor is very distant; consequently a commencement can be made the 7th month of next year, (the 17th September, 1855.) Kaei Sitzinen Nigoats. (March 23, 1854.)

"Seals attached by order of the high gentlemen.

"MORYAMA EINOSKE."

* This is near to the city of Matsmai, and has a better harbor. M. C. P.

I informed the interpreter that I would consent to the proposition of the commissioners assigning this port, in the island of Matsmai or Yesso, as a northern port of resort for American ships, provided, on examination, it proved to be equal to the favorable description he gave of it, and the time for throwing it open should be fixed at an earlier period; and further remarked, that I would discuss these matters with the commissioners at our next business interview.

Hakodadi is situated at the eastern entrance of the Straits of Sangar, in about forty-two degrees north latitude, and is in all respects convenient, in geographical position, as a stopping-place for our whaling-ships cruising in that region—many of them passing annually through this channel into the sea of Japan, in pursuit of whales.

Von Siebold states that sixty-eight square-rigged vessels were counted by the Japanese as passing Hakodadi and Matsmai in one year—nearly all, it is presumed, American—and not one daring to approach the shore within gunshot.

Golownin also refers to it as follows:

"The city of Hakodadi, the second in magnitude on the island, is situated on its southern coast, on the declivity of a high circular hill, which rises above the peninsula there formed; it is washed on the south by the bay of Sangar, on the north and west by the bay of Hakodadi, which is very convenient for receiving a large fleet. The peninsula forms its junction on the east by a narrow strip of land, so that there is at once a view of both the open sea and the low grounds."

The necessity of despatching the Susquehanna early in the morning to enable her to get clear of the bay before dark, makes it proper that I should bring this paper to a close.

Details of all future transactions during the remainder of the stay of the squadron in these seas will be continued in the same form.

And I may remark, in conclusion, that in the short time we have been in this bay, about five weeks, we have conciliated, in a great degree, the confidence of the authorities and people; have established a magnetic telegraph upon the land, almost as perfect as any in the world, a mile in a direct line, by which words in English, Dutch, and Japanese, have already been conveyed; have laid down the entire railroad track sent from the United States, and put the steam-engine, tender, and cars, in excellent practical operation, carrying round the circle many of the astonished natives; have exhibited and explained the use of numerous useful inventions of our country, especially implements of husbandry; and all without the occurrence of the slightest unfriendly act from either side.

Respectfully submitted:

M. C. PERRY,

U. S. Flag-Ship Powhatan, off the town of Yoku-hama, Yedo Bay, Japan, March 23, 1854.

B.

U. S. Flag-Ship Powhatan,
At anchor off the village of Yoku-hama,
Yedo Bay, March 1, 1854.

Your Excellency: The letter of your excellency from Uraga was duly delivered to me by Captain Adams, and shortly after, when it was ascertained that I could not agree to return to Uraga, Kayama Yezaimon suggested that the negotiations might be conducted at a village opposite the present anchorage of the squadron.

Being exceedingly desirous of meeting the wishes of your excellency in every way consistent with the honor and interest of my country, and learning that the place pointed out was in all respects convenient for the purpose, I at once consented to defer my visit to Yedo until after the completion of the negotiations.

I the more readily entered into this arrangement, as on examination of the port by the surveying boats it has been found that the ships can approach near to the city, where I propose at some future time to anchor them, as well to do honor to his Imperial Majesty by salutes, &c., as to be in full view of the palace, and convenient also to be visited by such of the court as may desire to examine the steamers and their machinery; and I hardly need say that they will be kindly and politely received.

With the most profound respect,
M. C. PERRY,
Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas, and Special Ambassador to Japan.

His Highness Hayashi-Daigaku-no-kami, *&c., &c*

C.

United States Flag-Ship Powhatan,
Yedo Bay, off the town of Yoku-hama, March 1, 1854.

Your Excellency: In presenting for the consideration of your highness the accompanying draught of a treaty, which, in all its essential features, is identical with that at present subsisting between the United States and China, I again venture to urge upon the imperial government of Japan the importance of establishing a friendly understanding with the nation which I have the honor on this occasion to represent.

It would be needless in me to reiterate the arguments already advanced in support of a measure so fraught with the best interests of the two nations, and so necessary to the peace and prosperity of Japan.

I have in a former communication remarked that the President of the United States entertains the strongest desire, and cherishes a most fervent hope, that the mission which he has intrusted to my charge may result in the accomplishment of a treaty mutually beneficial, and tending to avert, by timely negotiation, the consequences that would otherwise grow out of collisions certain to arise, should

the present undefined relations between the two countries much longer continue.

In the increasing number of American ships almost daily passing and repassing the territories of Japan, the President is apprehensive of the occurrence of some further act of hostility towards the unoffending citizens of the United States who may be thrown by misfortune upon your shores, and hence his wish to establish a treaty of friendship, which shall give assurance of the discontinuance of a course of policy, on the part of the Japanese, altogether at variance with the usages of other nations, and no longer to be tolerated by the United States.

As an evidence of the friendly intentions of the President, and to pay the highest honor to his Imperial Majesty, he has sent me in command of a number of ships—to be increased by others which are to follow—not only to bear to his Majesty the letter which I have already presented, but to evince, by every suitable act of kindness, the cordial feelings entertained by him towards Japan.

That there might be sufficient time allowed for a full consideration of the just and reasonable demands of the President, I took upon myself to withdraw the ships in July last from the coast, and have now, after an absence of seven months, returned, in the full expectation of a most satisfactory arrangement.

Another proof of the friendly disposition of the President has been given in his sending for exhibition to the Imperial court three of the magnificent steamers of the United States, of which there are many thousands, large and small, in America; and he has also sent, for presentation to the Emperor, many specimens of the most useful inventions of our country.

Therefore, after all these demonstrations of good will, it would be strange if the Japanese government did not seize upon this very favorable occasion to secure a friendly intercourse with a people anxious to prevent, by wise and prudent foresight, all causes of future misunderstanding and strife.

It will be observed that there is no western nation so intimately connected with the peace and welfare of Japan as the United States, a part of whose territory lies opposite the Imperial coast, and whose commerce covers the Pacific ocean and Japan seas; not less than five hundred large ships being engaged exclusively in those regions in pursuit of whales, the crews of many of which suffer for want of water and other refreshments; and it would seem nothing more than common humanity to receive those who may seek shelter in the ports of Japan with kindness and hospitality.

The government of China has derived much benefit from its treaty with the United States. The purchase of teas by the Americans during the present year will amount to three million six hundred thousand (3,600,000) taels, and of raw and manufactured silks to nearly three millions (3,000,000) of taels.

Nearly thirty thousand subjects of the Emperor of China have visited America, where they have been kindly received, and permitted by the American laws to engage in whatever occupation best suited them. They have also been allowed to erect temples, and to enjoy in all freedom their religious rites. All have accumulated money, and

some have returned to China, after a short absence, with sums varying from 300 to 10,000 taels.

I have adverted to these facts merely to show the advantages that would grow out of such a treaty as I now propose, and to remark again that some amicable arrangement between the two nations has become positively necessary, and for reasons already explained.

Indeed, I shall not dare to return to the United States without carrying with me satisfactory responses to all the proposals of the President, and I must remain until such are placed in my possession.

With the most profound respect,

M. C. PERRY,

Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas, and special Ambassador to Japan.

His Highness HAYASHI-DAIGAKU-NO-KAMI, *&c., &c.*

D.

Note handed to First Commissioner on Wednesday, March 8, *and verbally discussed, through the interpreters, at the time.*

The American ambassador learns with pleasure that the Japanese government is disposed to enter into some friendly arrangement with the United States. As such is happily the case, it would be much more advantageous to both nations, and especially to Japan, if a treaty is agreed upon, even if it be of short duration; for reason that the citizens and subjects of both the contracting powers would be mutually bound by law to conform to all its stipulations, and thus prevent mistakes and consequent disputes.

This is the practice with all other nations; and such is the present condition of the world, that these treaties have become necessary to avert contention and war. The obligations to conform to them are enjoined as well by considerations of honor, as the preservation of the peace and prosperity of the respective countries; and it would be impossible for the western nations to preserve friendly intercourse if it were not for similar treaties.

Although we have abundance of prepared provisions in the squadron, it would be desirable to obtain daily supplies of fresh meet, vegetables, &c., for which we would pay the prices demanded. Wood and water will, of course, be wanted, and for a supply of which we shall be thankful.

The health of the officers and men require that they should have exercise on shore; and though I have hitherto, out of respect to the Japanese laws, forbidden any one to land except for purposes of duty, I feel assured that some arrangement will be made to admit of some reasonable intercourse with the neighborhood.

Copies of the surveys which the officers are employed in making will be presented to the Imperial government; and, to make them more perfect, it will be necessary to place signal-poles at some points

on shore by which to measure the angles; therefore it is requested that the officers landing for such purposes may not be molested.

It is thought that the business of the negotiation would be facilitated by submitting the several questions and replies that may arise in writing.

M. C. PERRY.

E.

Translation of answer to the letter of the President to the Emperor of Japan.

"The return of your excellency, as ambassador of the United State to this empire, has been expected according to the letter of his Majesty the President, which letter your excellency delivered last year to his Majesty the Emperor of this empire.

"It is quite impossible to give satisfactory answers at once to all the proposals of your government, as it is most positively forbidden by the laws of our Imperial ancestors; but for us to continue attached to the ancient laws, seems to misunderstand the spirit of the age: however, we are governed now by imperative necessity.

"At the visit of your excellency last year to this empire, his Majesty the former Emperor was sick, and is now dead. Subsequently, his Majesty the present Emperor ascended the throne; the many occupations in consequence thereof are not yet finished, and there is no time to settle other business thoroughly. Moreover, his Majesty the new Emperor, at the succession to the throne, promised to the princes and high officers of the empire to observe the laws. It is therefore evident that he cannot now bring about any alteration in the ancient laws.

"Last autumn, at the departure of the Dutch ship, the superintendent of the Dutch trade in Japan was requested to inform your government of this event, and a reply in writing has been received.

"At Nangasaki arrived recently the Russian ambassador to communicate a wish of his government. He has since left the said place, because no answer would be given to whatever nation that might communicate similar wishes. However, we admit the urgency, and shall entirely comply with the proposals of your government concerning coal, wood, water, provisions, and the saving of ships and their crews in distress. After being informed which harbor your excellency selects, that harbor shall be prepared, which preparation it is estimated will take about five years. Meanwhile a commencement can be made with the coal at Nangasaki by the next Japanese first month (Siogoots,)—(16th of February, 1855.)

"Having no precedent with respect to coal, we request your excellency to furnish us with an estimate, and upon due consideration this will be complied with, if not in opposition to our laws. What do you understand by provisions, and how much coal?

"Finally, anything ships may be in want of that can be furnished

from the production of this empire shall be supplied. The prices of merchandise and articles of barter to be fixed by Kurakawa Kahei and Moryama Yenoske. After settling the points before mentioned, the treaty can be concluded and signed at the next interview.

"Seals attached by order of the high gentlemen.

"MORYAMA YENOSKE."

F.

U. S. Flag-Ship Powhatan,
At anchor off the town of Yoku-hama,
Yedo Bay, March 10, 1854.

Your Highness: In reply to the communication of your highness, which was brought to me yesterday by Kurakawa Kahei, and the chief interpreter, Moryama Yenoske, I hasten to remark that it has given me the greatest satisfaction to learn from its contents, that the Imperial government of Japan has at last awakened to a conviction of the necessity of so altering its policy with respect to foreign nations, as to consent to an interchange of friendly intercourse with the United States.

Though the propositions set forth in the communication of your highness furnish strong evidence of the enlightened spirit with which the Imperial commissioners are disposed to meet the suggestions which I have had the honor to submit, they fall far short of my anticipations, and I do not hesitate to say that they would not satisfy the views of the President.

I cheerfully accede to those of the propositions of your highness which offer to guaranty kind treatment to such vessels of the United States as may hereafter visit the ports of Japan, or be wrecked upon its coasts with protection, and suitable hospitality to the people who may belong to them.

Also, that provisions and other supplies shall be furnished to them, and payment received for the same.

Also, that American steamers shall be supplied with reasonable quantities of coal, and at fair and equitable prices.

These are all very well so far as they go, and can be incorporated in the treaty which I shall expect to make; but my instructions require me to look for an intercourse of a more enlarged and liberal character, and I feel assured that the Imperial government, in consideration of the spirit of the age, and with the full knowledge of my strong desire to conduct my mission in peace and friendship, will no longer hesitate to enter with cordiality into a treaty that will be mutually honorable and advantageous to both nations.

The convenience of the immense and growing commerce of the United States in these seas will require, certainly, as many ports of resort in Japan as are specified in the treaty with China, and these must be free from any restrictions not recognised by the usages of free and independent nations.

In a word, I again earnestly urge upon your highness the policy of

fixing upon some written compact that will be binding as well upon the citizens of the United States as the subjects of Japan.

It would be needless in me again to express the sincerest desire of my heart to bring these negotiations to an amicable and satisfactory termination; nor will I again allude to the importance of such an issue—important as well to save time as to prevent the necessity of sending from America more ships and men, and possibly with instructions of more stringent import.

I have the power and the wish to meet the Imperial commissioners in all good faith, believing that there can be no more favorable time than the present to settle all the questions under consideration in such manner as will bring about a good understanding between two nations, whose geographical positions, lying in comparative proximity, would seem to enjoin, as a measure of wise foresight, a mutual interchange of those acts of kindness and good will which will serve to cement the friendship happily commenced, and to endure, I trust, for many years.

With profound respect,

M. C. PERRY,

Commander-in-chief U. S. Naval Forces, East India, China and Japan Seas, and Special Ambassador to Japan.

His Highness HAYASHI-DAIGAKU-NO-KAMI, *&c., &c., &c.*

G.

Japanese statement of points agreed upon in the interview of Commodore Perry with the Japanese commissioners on the 17th of March, 1854.

1st. The citizens of the United States will not submit to degradations like those imposed upon the Dutch and Chinese in their confinement at Nangasaki; that place is not convenient for ships to resort to, and does not answer the purpose.

2d. Lew-Chew is a very distant country, and a definite answer cannot be given.

3d. Matsmai is a very distant place, and belongs to a Prince. This point cannot be settled now; some time will be required for negotiation, until the first month of our next year; because the concurrence of the central government and of the Prince of that country are both necessary to effect a result. A negotiation of the admiral with that Prince, therefore, would be to no purpose.

It was stated that an answer had better be given at once; there was time enough to have that harbor opened by the above-mentioned time; that it was not probable that in the first years that harbor would be resorted to by many ships, because some time would be required to communicate this decision to the government and to have it generally known. In consideration thereof, it was agreed that a final answer should be given on the 23d of March (the 26th of the Japanese month.)

It being mentioned that besides Lew-Chew and Matsmai, more harbors in Niphon would be required, it was suggested that the harbor

of Simodi could be opened for the ships of the United States; and agreed that two ships of the squadron would sail on the 19th of March, to make a survey of that harbor; and further, that some Japanese officers, to go by land, would arrive at that place on the 22d inst., and that the captains of those ships would await the arrival of those officers before proceeding to survey, permit to land, &c.

That shipwrecked men should meet with a kind treatment, and be free as in other countries.

Agreement made upon due consideration.

H.

Dutch translation of letter from Japanese Commissioners.

"Ships of the United States of North America, in want of provisions, wood, and water, shall be supplied in the harbor of Hakodadi, as has been desired. Some time will be required to make preparations, inasmuch as this harbor is very distant; consequently, a commencement can be made the seventh month of next year, (the 17th of September, 1855.") "Kaei Sitzinen Nigoats." (March 23, 1854.)

Seal attached by order of the high gentlemen.

MORYAMA YENOSKE.

Chinese translation.

"The ships of your country passing by, and in want of provisions, fuel, and water, are permitted to come into the port of Hakodade and procure them, and we desire that this permission may be considered as granting what was requested by your government. But as this place is a distant spot, and much time will be requisite to prepare and settle everything, we therefore set the time for opening this port, in the seventh month (September 6 to October 5) of next year," (1855.) Kayei 7th year, 2d month, 25th day. (March 23, 1854.)

HAYASHI.
IDO.
ISAWA.
UDONO.

Note from the Japanese Commissioners to Commodore Perry.

At our personal interview, on the 8th, you presented us a paper in which the President's views were expressed; and on the 11th we received a reply to our letter, in which the same views were given as at the interview in relation to the commerce your country now has with China; both of which we have carefully examined, and learn that you wish to ascertain whether we are ready to adopt the same that the Chinese have. The burden of that which you presented on the 8th is similar to that which was sought in the President's letter,

and you gave it to learn whether we would adopt it or not. In our letter it was plainly stated that our Emperor had but lately acceded to his throne, and all the numerous affairs of government required to be quietly settled, and that he had no leisure for extraneous negotiations. Consequently he last autumn sent, through the superintendent of the Dutch shipping, to make this known to you, for you to communicate it to the United States.

Among those points which you now propose for adoption, the two items of extending succor and protection to the distressed and wrecked vessels on our coast, and of furnishing coal to passing ships and supplying provisions and other necessaries to those who may be in need of them, are founded in reason, and ought to be granted without hesitation. But as to opening a trade, such as is now carried on with China by your country, we certainly cannot yet bring it about. The feelings and manners of our people are very unlike those of outer nations; and it will be exceedingly difficult, even if you wish it, to immediately change the old regulations for those of other countries. Moreover, the Chinese have long had intercourse with western nations, while we have had dealings at Nangasaki with only the people of Holland and China. Beside them, it mattered not for us to trade with those of any other land; and this has made our exchange of commodities very small.

The ships of your country must therefore begin your trade at Nangasaki during the first moon of our next year, where they can procure fuel, water, coal, and other things; but as our ideas of things and what we each like are still very dissimilar, as are also our notions of the prices or worth of things, this makes it indispensable that we both first make a mutual trial and examination, and then, after five years, we can open another port for trade, which will be convenient for your ships when passing.

The points of the treaty you have now presented for our deliberation, and this now given to you, can be retained by each as evidence of our separate views.

KAYEI, *7th year, 2d moon, 17th day.* (*March* 15, 1854.)

HAYASKI.
IDO.
IZAWA.
UDONO.

Commodore Perry to the Secretary of the Navy.

[No. 40.] U. S. FLAG-SHIP SUSQUEHANNA,
Napa Keang, Great Lew-Chew, February 2, 1854.

SIR: In carrying out the order of the department, directing me to detach one of the steamers from my command and place her subject to the control of the honorable Mr. McLane, I have been put to considerable embarrassment in deciding which of them to select, having strict regard to the public convenience; and though the arrangement I have decided on deranges all my domestic plans and puts many to

great personal inconvenience and discomfort, and especially myself in my present state of health, I have, in sole regard to the exigencies of the service in which I am engaged, selected the Susquehanna, my present flag-ship, and we are now busily employed in removing the extra cabins, &c., to the Powhatan.

The department is aware that the periods of service of the crew of the Susquehanna will all have expired in June next, a large portion of their engagements having already run out—that her engines are in a crippled condition—that some of the new machinery has already arrived from the United States, and the new centre-shaft may, I presume, be shortly expected.

And I may further remark that, of the three steamers, she can be the least depended on in these boisterous seas; that she will do very well to navigate upon the coast of China during the approaching spring and summer; and, though I had hoped to have retained her with me until the termination of my negotiations with Japan, she is the one I can best spare; consequently I shall detach her upon the service required by the order of the department, a short time after arrival in Yedo bay, and send her to Macao, with instructions to Commander Buchanan to place her subject to the control of Mr. McLane, and to inform the department of his having done so; as also to consult with Mr. McLane as to the selection of the most convenient time when she can be best spared to put in the new parts of the machinery, which will be necessary to her making a safe passage to the United States.

And with reference to her going home, I again revert to the necessity of instructions from the department as to the route the steamers are to take on their return, with information also as to the places of deposite of coal, the quantities deposited, &c.

The department has already been informed of the difficulties and expense which have attended the collecting of coal in China for the use of the squadron, and of the care I have taken in husbanding such supply in order that it might be at command to meet cases of emergency, and especially for the steamers destined for Japan. At no time have we had more than fifty days of steaming for the three steamers; and having hitherto kept constantly in view the quantity on hand, I have directed the movements of the steamers with reference to its provident and economical use, and have been more particularly saving for reason of the great cost of conveying it to China.

I mention these facts that the department may be aware that I can no longer control the movements of one of the steamers, and consequently can no longer depend in keeping together a supply of fuel for the movements of the other two. The usual consumption of one of the steamers, at two-thirds steam, is from 28 to 32 tons per day.

This letter, by due course of mail, may reach Washington by the middle of May, and a reply, if by return mail, may reach Hong Kong on or before the 1st of August next, about the time I now expect to return to that place, where I may hope to find instructions in respect as well to the return of the Susquehanna as to the return of the Mississippi, and touching all matters referred to in former communications from me, and of the authority asked for by me to return home

either overland or in the Mississippi, when I shall have accomplished all that can preliminarily be accomplished respecting Japan.

I may remark that since the date of my despatch No. 39, I have induced the authorities of Lew-Chew to take rent for the house occupied by us in the town, as a hospital and for other purposes, and to transfer, for a small sum, to the Navy Department, the right of property in the coal-shed put up by them near the landing for the accommodation of the squadron.

These are unprecedented concessions, and I trust will lead to others still more important. The survey of the shores and ports of the island have been completed; two harbors, hitherto unknown to strangers, have been discovered; the interior of the island has been explored; and having received some intimation that coal is to be found about forty miles from hence, I have despatched a party to examine the locality.

I am constantly obtaining information confirmatory of the opinion that Lew-Chew, Mëyaco-Sima, and the Oho-Sima islands, are all dependencies of Japan.

The Macedonian and Vandalia, in company with the store-ships Southampton and Lexington, sailed yesterday from this port—the two latter with coals, provisions, &c. The Susquehanna, Powhatan, and Mississippi, are now receiving the cargo of coals of the Supply; and she will sail in a day or two for Shanghai, there to take another cargo of coal on board, and proceed thence to Yedo bay to rejoin the squadron there.

I am in hourly expectation of the arrival of the Saratoga from Shanghai, to proceed with me to Japan, and to be despatched from thence to the United States via San Francisco, where she will land despatches.

The Plymouth has been sent to Shanghai, to relieve the Saratoga at that place.

I shall leave a party at Lew-Chew to look after our coal depot here, and hope to sail with the three steamers in four days from hence.

With great respect, I am, sir, your most obedient servant,

M. C. PERRY,

Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas.

Hon. JAMES C. DOBBIN,

Secretary of the Navy, Washington, D. C.

P. S.—I append papers showing the expiration of the engagements of the crews of the Susquehanna and Mississippi.

February 5.—P. S. 2d. The exploring party sent to search for coal on this island have returned, and report having discovered strong indications of a plentiful supply, but the locality requires further examination.

M. C. P.

Statement of the expiration of service of the crew of the United States steam-frigate Susquehanna.

In December,	1852	.....	6 men.
March,	1853	.....	1
May,	"	.....	1
June,	"	.....	3
August,	"	.....	8
September,	"	.....	11
October,	"	.....	8
November,	"	.....	24
December,	"	.....	20
January,	1854	.....	16
February,	"	.....	11
March,	"	.....	25
April,	"	.....	16
May,	"	.....	24
June,	"	.....	2
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The terms of the service of six marines have already expired; and of the others, some will expire in each month until December, 1854, when the whole will have expired. As this ship sailed finally from the United States on the 8th June, 1851, the remainder of the crew consists of men shipped at different ports during the cruise and transferred from other ships.

G. R. BARRY, *Purser.*

U. S. STEAM FRIGATE SUSQUEHANNA,
Pacific Ocean, January 18, 1854.

Statement of the expiration of service of the crew of the United States steam frigate Mississippi.

In October,	1853	.....	1 man.
December,	"	.....	1
February,	1854	.....	1
November,	"	.....	2
December,	"	.....	9
January,	1855	.....	10
February	"	.....	23
March,	"	.....	39
April,	"	.....	18
May,	"	.....	20
June,	"	.....	20
July,	"	.....	52
August,	"	.....	18
September	"	.....	12

In October,	1855	.....	20 men.
November,	"	.....	2
December,	"	.....	1

WM. SPEIDEN, *Purser.*

U. S. STEAM FRIGATE MISSISSIPPI,
Pacific Ocean, January, 18, 1854.

Commodore Perry to the Secretary of the Navy.

[No. 43.] U. S. FLAG-SHIP POWHATAN,
Off the town of Kana-gawa, Yedo Bay, Japan, April 1, 1854.

SIR: Referring to my despatch No. 42, sent by the Susquehanna, by way of China, and to the notes which accompanied it, duplicates of the same being herewith forwarded, I have now the honor to acquaint the department that a treaty of peace and amity between the United States and Japan was yesterday signed by me and by the four commissioners especially delegated by the Emperor, which documents will be despatched to Washington, in charge of Commander Henry A. Adams, to sail for California in the Saratoga on Tuesday, the 4th instant.

The accompanying notes, which have been continued to the present day, will furnish all necessary details; and I have only to invite the attention of the department to the difficulties I have been called upon to encounter, in contesting the numerous objections advanced by the Japanese, and more particularly with respect to the wording of the several articles of the compact; and I refer to this solely to account for the singularity of the phraseology, and the omission of some non-essential points, which are usually found in papers of the kind. This explanation would seem to be necessary for the information of the Senate, to which body the treaty will be referred.

Great and insuperable objections were interposed to the delay in making the treaty binding, until it should be ratified by the President and Senate, and the ratifications exchanged, the propriety of which they could not or would not understand, remarking that, when signed by them, it would be honorably and scrupulously observed by the Imperial government, and they could see no reason why it should not be so observed by the government and people of the United States. I endeavored in vain to make them understand the nature of our federal compact; and failing to do this, thought it the wiser policy to acquiesce in their pertinacious scruples, knowing that this course could not have the slightest weight in the practical operation of the treaty, or in making it less advantageous to the United States; and being aware, also, that all the concessions agreed to, were to come from them. They asked for nothing but the friendship and forbearance of the United States, stating repeatedly that the laws of Japan had been so long established, and were so closely connected with all the machinery of the government, that, however they and the more enlightened of the community might he disposed to encourage a more liberal intercourse with strangers, the integrity of the institutions of

the empire would be endangered by a too sudden change; and it is worthy of remark, that the latter part of the 3d article of the treaty was altered at their request—the following words, introduced by me, being changed for those immediately below them:

Words proposed by me: "And the government of the United States will pay all the expenses incurred in the rescue and support of such shipwrecked persons."

Words substituted by request of the Japanese commissioners: "And the expenses incurred in the rescue and support of Americans and Japanese, who may thus be thrown upon the shores of either nation, are not to be refunded."

I hope and trust that the trifling informalities which appear in the wording of the treaty, and which were unavoidable, may be overlooked by the powers at home, in consideration of the peculiarities and prejudices of those with whom I have had to treat, and more especially from motives of humanity, and in view of the advantages which the arrangement offers to our shipping in this part of the world, and to the whaling vessels in particular. It has been mentioned by many of the officers that more whales have been seen since we reached this vicinity than during the whole former part of the cruise.

From this date, those in pursuit of whales may have no apprehension of approaching the coast of Japan, and of the fearful consequences of shipwreck upon its hitherto inhospitable shores; and in twelve months they will have the privilege of resorting to two convenient ports for refreshment and repair, and receive kindness and such supplies as the country can furnish; and, what is more, not a single port in the empire will be shut to vessels in distress.

The note lettered AA, hereto appended, refers to some of the changes in the phraseology of the treaty, which were found necessary to satisfy the objection of the Japanese commissioners.

I have great pleasure in bearing witness to the prompt and efficient aid rendered in all these transactions by Captain Abbot, and to Commanders Kelly, Buchanan, Adams, Walker, Pope, and Lee, and to Lieutenants Commandant Boyle, Sinclair, and Glasson, and to their respective officers, as also to the officers of this ship.

The Japanese commissioners have promised to have a few tons of coal in readiness on my return from Hakodade to Simoda, in order that its quality may be tested by the steamers. They also assure me that new mines shall be opened and worked, and that a depot shall be established at Simoda.

With great respect, I am, sir, your obedient servant,

M. C. PERRY,

Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas.

Hon. JAMES C. DOBBIN,

Secretary of the Navy.

Continuation of Notes.

April 1, 1854.—The Susquehanna sailed on the morning of the 24th for Macao, and was seen by the Vandalia to pass Simoda at 3 p. m.

On the same day a number of presents were sent on board for the President, for myself, and other officers of the squadron, all of which were carefully packed and marked, and put on board the store-ship "Supply" to be sent to Washington, conformably to the laws of the United States.

On the 27th, the five commissioners, with their respective retinues and followers, about seventy in number, dined on board the Powhatan by special invitation from me, on which occasion they were received with salutes and all the honors due to personages of their rank.

Conforming, on this occasion, to the Japan custom, which forbids the sitting at meals of subordinates with their superiors, a table was arranged in the cabin for the commissioners, and another on deck for their retinues, many of whom were of comparative distinction; the captains, my secretary, and Dr. Williams, Chinese interpreter, being the only persons invited by me to dine with the high functionaries. Every effort was made to entertain the entire party, and the day passed with much hilarity and good feeling.

The following day being appointed for another interview on shore to settle the final details of the treaty, the meeting took place, and after much discussion and many evasions on the part of the commissioners, an arrangement was agreed upon, and Friday, the 31st, fixed for the signing of the treaty, which was accordingly done about noon, and at the house erected especially for the conference, the commissioners giving me three copies of the treaty in the Japanese language, duly signed by the four especially delegated by the Emperor, and in return receiving from me three copies in English with my signature, translations in the Dutch and Chinese, certified by the Dutch and Chinese interpreters, Messrs. Portman and Williams, for the United States, and being also exchanged for Japan.

It will be observed that the practice usually pursued in affixing signatures to treaties was departed from on this occasion; and for reason assigned by the Japanese, that their laws forbade the subjects of the empire from putting their names to any document written in a foreign language.

As I did not consider that this omission to sign the English version of the treaty could affect, in the slightest degree, the validity of the instrument, I made no very strenuous objections to the course they proposed and seemed determined on, more especially as they gave me triplicate copies of their version with certified translations, being well satisfied that all the stipulations as agreed to by them, and in their own way, would be scrupulously carried out by their government.

Indeed, throughout the negotiations I was met at every step by objections to forms and application and use of words, which, though of little or no importance, were tenaciously insisted on by them—such, for instance, as to substitute the word "goods" for "merchandise," and numerous other trivial alterations of like import. By these

changes the phraseology of the treaty will not be found as perfect as it would otherwise have been.

And so in the concluding article I was constrained to frame the sentence in a manner to meet their watchful avoidance of agreeing to any feature in the treaty that would commit them with their government.

The great object, however, of effecting an advantageous compact with this most singular people has been fully accomplished—a compact which secures protection and kind treatment to all Americans who may, by chance or design, find themselves in any part of the empire, and which also stipulates to give shelter and supplies to vessels of the United States, and to grant privileges to American citizens never in the two preceding centuries conceded to any foreign people.

And the government of the United States may well claim the honor of being the first to open friendly and *independent* relations with a nation hitherto claiming the right of entire exclusion from all foreign intercourse, unless the immunities granted to the Dutch and Chinese at Nangasaki may be considered in such light.

It may be remarked here, that at all our interviews on shore—whatever may have been the number of officers from the ships, usually varying from twenty to fifty—refreshments prepared in the Japanese fashion were served to all, and on the day of signing the treaty greater preparations were made; and on all occasions visitors to the ship on business with me have been provided with refreshments.

Supplies of wood and water, poultry, eggs, vegetables, &c., have been furnished by the Japanese in limited quantities to the several ships of the squadron, for which they have, in accordance with my positive demand, received payment, and it is quite probable they will in a short time lose all their scruples in this way, as at Lew-Chew, where they soon learned to charge and receive good prices for all their supplies.

Respectfully submitted:

M. C. PERRY,

Commander-in-chief United States Naval Forces East India, China, and Japan Seas.

UNITED STATES FLAG-SHIP POWHATAN,

Off the town of Yoku-hama, Yedo Bay, April 3, 1854.

AA.

Notes explanatory of the several articles of the treaty with Japan.

Article 2. The ports to be fully opened for supplies to Americans any time in April, 1855, but wood and water may be obtained after the month of the ensuing May, and other supplies for vessels of war. The latter part of this article changed by request of the Japanese commissioners. In my letter to the Secretary of the Navy I have fully noticed this.

Article 4. Great difficulties were encountered in securing the immunities to Americans which this article grants. The meaning intended to be conveyed by the words "just laws" is, that Americans shall not be subject to the exclusive laws and customs of Japan, but to laws based upon justice and humanity. This understanding to continue until further negotiation upon the subject and the appointment of a consular agent.

Article 5. This article was secured after much opposition. It grants privileges which the most sanguine did not anticipate. Seven Japanese miles, or *ri*, are equal to about ten of ours. This would make a radius of ten and a periphery of sixty English miles as the boundary in which American citizens can freely move about, either on the land or water, without molestation from the Japanese, so long as they conduct themselves with propriety. The limits of Hakodadi will be established after I shall have landed and examined that locality.

Article 6. This article refers to some future arrangement having more intimate relations to a commercial treaty; but the word "merchandise" was objected to, and the word "goods" substituted.

Article 7. The same objection made to the word "merchandise," and the word "goods" again substituted; the word "temporarily" referring *impliedly* to future arrangements which the Japanese government is not now prepared for.

Article 8. This article was insisted on by the commissioners upon the ground that the Japanese government had no revenue laws regulating duties on foreign goods, and the people were unacquainted with trade.

Article 9. This is a most important article, as there can be little doubt that, on hearing of the success of this mission, the English, French, and Russians will follow our example; and it may be reasonable to suppose that each will gain some additional advantage, until a commercial treaty is accomplished. Article nine will give to Americans, without further consultation, all these advantages.

Article 10. Simoda and Hakodadi are the only ports to which ships of the United States may resort at pleasure, but if in distress they can enter with impunity any of the ports of the empire. It may be hoped that this privilege will not be abused.

Article 11. I could only induce the commissioners to agree to this article by endeavoring to convince them that it would save the Japanese government much trouble if an American agent were to reside at one or both of the ports opened by the treaty, to whom complaints might be made of any mal-practice of the United States citizens who might visit the Japanese dominions; otherwise, I told them it would be necessary to have a ship-of-war constantly on the station, as sailors and others might misbehave, and violate the stipulations of the treaty, without it being known to the American government.

Article 12, and last. In framing this article I had to manage so as to evade the positive objections of the commissioners as to the necessity of waiting for an exchange of ratifications; and to make the tenor of the language less imperative, the words "it is to be ratified" instead of those usually adopted, "it shall be ratified," were used.

I have already referred to the objections made by them to the placing of their names to the American version of the treaty. This, with regard to their understanding of its perfect validity, is of no importance, and I have only again mentioned it in further explanation to the powers at home.

M. C. PERRY.

U. S. Flag-Ship Powhatan,
Off the town of Kanagawa, Yedo Bay, April 1, 1854.

Your Highness: In agreeing to the convention of peace and amity between the United States and Japan, signed yesterday, I deem it right and proper to remark, that in consideration of the peculiar and long established laws and customs of your government, I have departed, in a measure, from the forms usually adopted on similar occasions, by subscribing to separate papers setting forth the details of the treaty between the two powers. But this cannot make the compact the less binding.

And though the same reasons have induced me to recognise for the present certain limitations to the right of American citizens to enjoy all the cosmopolitan privileges in Japan which are freely granted to them in other countries, I have done so because I was aware that, whatever might be the disposition of the distinguished personages with whom I have had the honor to negotiate, to encourage a more enlarged view of the advantages of a peaceful international intercourse, time will be required to bring about those changes in the empire which the present advanced condition of the world unquestionably calls for.

And in this feeling I have submitted, as far as could be done consistently with the dignity of my nation, to restrictions which have been imposed by the laws of the country upon the movements of the officers and crews under my command; but it cannot be expected that such a state of things can long exist; and, with reference to the opening of other ports for the admission of American vessels, I feel assured that in a short period experience will satisfy every one that no injury will result to Japan from such arrangement, but rather that the empire will be benefited by the adoption of laws more congenial to the spirit of the times.

As to the limits within which citizens of the United States can freely move about in the vicinity of Hakodadi, these will be settled and defined on my return to Simoda from that place, and when I shall have had an opportunity to examine in person its locality.

With profound respect,

M. C. PERRY,
Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas, and Special Ambassador to Japan.

His Highness Hayashi-Daigaku-no-kami, *&c., &c., &c.*

Commodore Perry to the Secretary of the Navy.

[No. 44.] U. S. FLAG-SHIP POWHATAN,
Off the town of Kanagawa, Yedo Bay, Japan, April 4, 1854.

SIR: The only favor asked by the Japanese commissioners has been that I would give to three of their number each a brass howitzer and launch, equipped in the manner of those belonging to the squadron. This request was repeatedly made.

My reply was, that the boats and guns formed parts of the equipments of the ships, and could not be spared; but as the Saratoga was going home, I would venture to give them the gun belonging to her, and to recommend that the government should send out to Japan, by some convenient opportunity, two more.

I need not say how much they were gratified, nor revert to the advantages that would result to our citizens who may visit this country, from these little acts of courtesy; and I most urgently recommend that the guns, fully equipped with carriages, &c., be sent to them.

The gift will be returned a hundred-fold by exercising a favorable influence, on some future occasion, with men who seem to have the full confidence of the Imperial government.

It is highly desirable that the kind and friendly feelings which have been engendered by our recent intercourse may, in every way, be fostered.

With great respect, I have the honor to be, your obedient servant,

M. C. PERRY,
Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas.

Hon. JAMES C. DOBBIN,
Secretary of the Navy, Washington, D. C.

Commodore Perry to the Secretary of the Navy.

[No. 50.] U. S. STEAM FRIGATE POWHATAN,
Harbor of Hakodadi, Island of Jesso, Japan, May 30, 1854.

SIR: Since my last despatch, No. 49, dated at Kanagawa, Yedo bay, April 4, and sent with accompanying papers by the Saratoga, in charge of Commander H. A. Adams, duplicates of which are herewith forwarded, I have examined the ports of Simoda and Hakodadi, which are to be opened to the vessels of the United States, and am happy to inform the department that, with respect to geographical position, convenience of ingress and egress, and commodiousness for all the purposes required, they cannot be surpassed. This is one of the safest and most convenient harbors I have ever seen for vessels of all classes, and it is sufficiently capacious to hold half the navies of the world.

The authorities and people of the two towns and their vicinities have manifested much kindness and attention. The ships have been promptly supplied, at reasonable prices, with wood, water, and such other articles as the country could furnish. The singular abstemiousness of the Japanese from animal food, has never made it necessary

for them to rear and fatten animals for the market; and hence the scarcity of that aliment so necessary to people of the western nations.

It is quite probable, however, that they will hereafter be better prepared to meet the demands of vessels visiting the two ports. Poultry and fish, and, at the proper seasons, fruit and vegetables, may be obtained in reasonable quantities, and one or two ships could always be provided with a sufficiency for their wants.

At both places the officers, and those of the crews who have been permitted to leave the ships, go freely about in town and country, and on fishing and shooting excursions, visiting the shops, the temples, and other places of interest, without the slightest hindrance or molestation, and are everywhere treated with kindness and respect, and especially by the country people.

But one instance has occurred of annoyance to any one, and this was at Simoda; and, on its being represented to me, I demanded, and received, an apology from the prefect, who disavowed the acts of the officers who committed the offence.

According to arrangement, I am to meet one or more of the Imperial commissioners at Simoda on the 15th of next month, (June,) to settle various matters connected with a proper understanding of the treaty. After this is accomplished, I shall return to Hong Kong by the way of Oho-Sima, Lew-Chew, and the ports of Ningpo, Fuh-Chow, and Amoy, in China.

The officers of my command have constructed several valuable charts of the harbors and coasts of Japan; and our collection of specimens of natural history, and of drawings, sketches, &c., is rapidly increasing.

One of the vessels of the squadron is now engaged in making a reconnoissance of "Volcano bay," a convenient anchorage, about seventy miles from this port.

Until this time, I have not had it in my power to institute, in a thorough manner, the researches and inquiries which the department has ordered in its instructions of October 26, 1852, May 16, 1853, and June 11, 1853, with respect to the fate of our fellow countrymen, supposed either to have been lost at sea, or to be still alive and held in captivity in Formosa or the islands of Japan.

The authorities here have furnished answers to my several inquiries upon the subject, herewith enclosed, and marked BB; and I propose to send the Macedonian, accompanied by the Southampton, to Formosa, there to prosecute every possible research, and at the same time to examine the coal region of that island.

As evidence of the good understanding subsisting, as well at this place as at Kanagawa and Simoda, I may remark, that the prefect, governor, mayor, and other persons of rank, visited this ship, by invitation, last evening, and were entertained by me at a formal supper.

With great respect, sir, I have the honor to be, your most obedient servant,

M. C. PERRY,
Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas.

Hon. J. C. DOBBIN,
Secretary of the Navy, Washington, D. C.

BB.

U. S. Flag-Ship Powhatan,
Hakodadi, Japan, May 30, 1854.

Sir: The following communication from the chief officers of Hakodadi is in reply to the queries submitted to them by your order of the 27th instant.

The translation into English was made by Mr. S. W. Williams.

"From the third year of Ohoka to the third of Kagee (1847—1851) there were five foreign vessels wrecked by storms on our coast, whose crews have all been sent on to Nangasaki, there to be sent by the Dutch back to their homes. Not one now remains in Japan.

"In 1847, June, seven American sailors were drifted ashore at Yetoroop, in a boat.

"In 1847, June, thirteen American sailors, in three boats, were thrown ashore at Yerimachi, northwest of Matsmai.

"In March, 1849, three men from an American ship went ashore at Karaftou, the south end of Sagalien, and then went off.

"In May, 1850, an English ship was wrecked at Mabira, in Yesso, from which thirty-two men came; but where they came from, we know not."

Very respectfully, your obedient servant,

SILAS BENT,
Flag Lieutenant.

Commodore M. C. Perry,
Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas.

The United States of America and the empire of Japan, desiring to establish firm, lasting, and sincere friendship between the two nations, have resolved to fix, in a manner clear and positive, by means of a treaty or general convention of peace and amity, the rules which shall in future be mutually observed in the intercourse of their respective countries; for which most desirable object the President of the United States has conferred full powers on his commissioner, Matthew Calbraith Perry, special ambassador of the United States to Japan; and the august sovereign of Japan has given similar full powers to his commissioners, Hayashi-Daigaku-no-kami, Ido, Prince of Tsus-Sima; Izawa, Prince of Mimasaki; and Udono, member of the Board of Revenue.

And the said commissioners, after having exchanged their said full powers, and duly considered the premises, have agreed to the following articles:

Article I.—There shall be a perfect, permanent, and universal peace, and a sincere and cordial amity, between the United States of America on the one part, and between their people, respectfully, [respectively,] without exception of persons or places.

ARTICLE II.—The port of Simoda, in the principality of Idzu, and the port of Hakodadi, in the principality of Matsmai, are granted by the Japanese as ports for the reception of American ships, where they can be supplied with wood, water, provisions, and coal, and other articles their necessities may require, as far as the Japanese have them. The time for opening the first-named port is immediately on signing this treaty; the last-named port is to be opened immediately after the same day in the ensuing Japanese year.

NOTE.—A tariff of prices shall be given by the Japanese officers of the things which they can furnish, payment for which shall be made in gold and silver coin.

ARTICLE III.—Whenever ships of the United States are thrown or wrecked on the coast of Japan, the Japanese vessels will assist them, and carry their crews to Simoda or Hakodadi, and hand them over to their countrymen appointed to receive them. Whatever articles the shipwrecked men may have preserved shall likewise be restored, and the expenses incurred in the rescue and support of Americans and Japanese who may thus be thrown upon the shores of either nation are not to be refunded.

ARTICLE IV.—Those shipwrecked persons and other citizens of the United States shall be free as in other countries, and not subjected to confinement, but shall be amenable to just laws.

ARTICLE V.—Shipwrecked men, and other citizens of the United States, temporarily living at Simoda and Hakodadi, shall not be subject to such restrictions and confinement as the Dutch and Chinese are at Nangasaki; but shall be free at Simoda to go where they please within the limits of seven Japanese miles (or *ri*) from a small island in the harbor of Simoda, marked on the accompanying chart, hereto appended; and shall in like manner be free to go where they please at Hakodadi, within limits to be defined after the visit of the United States squadron to that place.

ARTICLE VI.—If there be any other sort of goods wanted, or any business which shall require to be arranged, there shall be careful deliberation between the parties in order to settle such matters.

ARTICLE VII.—It is agreed that ships of the United States resorting to the ports open to them, shall be permitted to exchange gold and silver coin and articles of goods for other articles of goods, under such regulations as shall be temporarily established by the Japanese government for that purpose. It is stipulated, however, that the ships of the United States shall be permitted to carry away whatever articles they are unwilling to exchange.

ARTICLE VIII.—Wood, water, provisions, coal, and goods required, shall only be procured through the agency of Japanese officers appointed for that purpose, and in no other manner.

ARTICLE IX.—It is agreed, that if, at any future day, the government of Japan shall grant to any other nation or nations privileges and advantages which are not herein granted to the United States and the citizens thereof, that these same privileges and advantages shall be granted likewise to the United States and to the citizens thereof without any consultation or delay.

ARTICLE X.—Ships of the United States shall be permitted to resort to no other ports in Japan but Simoda and Hakodadi, unless in distress or forced by stress of weather.

ARTICLE XI.—There shall be appointed by the government of the United States consuls or agents to reside in Simoda at any time after the expiration of eighteen months from the date of the signing of this treaty; provided that either of the two governments deem such arrangement necessary.

ARTICLE XII.—The present convention, having been concluded and duly signed, shall be obligatory, and faithfully observed by the United States of America and Japan, and by the citizens and subjects of each respective power; and it is to be ratified and approved by the President of the United States, by and with the advice and consent of the Senate thereof, and by the august Sovereign of Japan, and the ratification shall be exchanged within eighteen months from the date of the signature thereof, or sooner if practicable.

In faith whereof, we, the respective plenipotentiaries of the United States of America and the empire of Japan, aforesaid, have signed and sealed these presents.

Done at Kanagawa, this thirty-first day of March, in the year of our Lord Jesus Christ one thousand eight hundred and fifty-four, and of Kayei the seventh year, third month, and third day.

Sailing Directions for Napha, Island Great Lew-Chew.

This is the principal seaport of the island, and perhaps the only one possessing the privileges of a port of entry.

Its inner, or "Junk harbor," has a depth of water of from two to three fathoms, and though small, is sufficiently large to accommodate with ease the fifteen or twenty moderate-sized junks which are usually found moored in it. These are mostly Japanese, with a few Chinese and some small coasting craft, which seem to carry on a sluggish trade with the neighboring islands.

The outer harbor is protected to the eastward and southward by the main land, whilst in other directions it is surrounded by merely a chain of coral reefs, which answer as a tolerable breakwater against a swell from the northward or westward, but affords, of course, no shelter from the wind. The holding-ground is so good, however, that a well-found ship could ride out here almost any gale in safety.

The clearest approach to Napha from the westward, is by passing to the northward of the Amakarima islands and sighting Agenhu island, from whence steer a southeast course for the harbor, passing on either side of Reef islands, being careful, however, not to approach them too near on the western and southern sides, as the reefs below water in these directions are said to be more extensive than is shown by the charts.

After clearing Reef islands, bring Wood Hill to bear south-southeast, when stand down for it, until getting upon the line of bearing for *South channel*. This will carry you well clear of Blossom reef, yet

not so far off but that the White Tomb and clump of trees or bushes to the southward of Tumai Head (see view No. 3, on chart) can be easily distinguished. An E. N. E. $\frac{1}{4}$ E. or E. N. E. course will now take you in clear of all dangers, and give a good anchorage on or near the Seven-fathom bank, about half a mile to the northward and westward of False Capstan Head. This channel being perfectly straight, is more desirable for a stranger entering the harbor, than *Oar channel*, which, though wider, has the disadvantage of its being necessary for a vessel to alter her course some four or five points, just when she is in the midst of reefs which are nearly all below the surface of the water.

To enter by Oar channel, bring the centre of the island in Junk harbor (known by the deep verdure of its vegetation) to fill the gap between the forts at the entrance of Junk harbor, (see view No. 2 on chart,) and steer a S. E. $\frac{1}{2}$ E. course, until Capstan Head bears east, when haul up to E. N. E., and anchor as before directed.

The North channel is very much contracted by a range of detached rocks making out from the reef on the west side, and should not, under ordinary circumstances, be attempted by a stranger, as, at high water the reefs are almost entirely covered, and it is difficult to judge of your exact position, unless familiar with the various localities and landmarks. To enter by this (North) channel, bring a remarkable notch in the southern range of hills in line with a small hillock just to the eastward of False Capstan Head, (see view No. 1 on chart,) and stand in on this range (S. by E. $\frac{1}{2}$ E.,) until Tumai Head bears E. $\frac{1}{2}$ N., when open a little to the southward, so as to give the reef to the eastward a berth, and select your anchorage.

There is a black spar-buoy anchored on Blossom reef *half way between its eastern and western extremities*, a red spar-buoy on the point of reef to the west-northwestward of Abbey Point, and a white spar-buoy on the southeast extremity of Oar reef. Flags of corresponding colors are attached to all these buoys, and they afford good guides for the South and Oar channels. There are two large stakes on the reefs to the eastward and westward of North channel, planted there by the natives—this being the channel mostly used by junks trading to the northward.

An abundance of water can always be obtained at the fountains in Junk river, where there is excellent landing for boats. There is a good spring near the tombs in Tumai bluff, but unless the water is perfectly smooth the landing is impracticable, and under any circumstances it is inconvenient from the want of sufficient depth, except at high tide.

It is directed by the commander-in-chief that the vessels of the squadron under his command shall heave to, on approaching Napha, and make signal for a pilot, when an officer familiar with the localities and landmarks will be sent off from the vessel in port to pilot her in, or point out to her commander the position of the dangers to be avoided.

Should there, however, be no vessel in port, then boats are to be

sent ahead, and anchored upon the extremities of the reefs between which the vessel intends to pass.

By order of Commodore M. C. PERRY:

SILAS BENT,
Lieutenant United States Navy.

MACAO, *October* 1, 1853.

NOTE.—The spar-buoys above described were securely moored at the time they were placed in their respective positions, by order of Commodore Perry, but may be displaced, or entirely removed, by the heave of the sea, or by the natives, and should, therefore, not be entirely relied upon.

S. BENT.

U. S. STEAM-FRIGATE "POWHATAN,"
Harbor of Hakodade, Island of Yesso, Japan, May 27, 1854.

Oonting, or Port Mellville, Island Great Lew-Chew.

Oonting harbor is on the northwest side of Lew-Chew, and distant about thirty-five miles from Napha.

Sugar Loaf island, an excellent land-mark, lies about twelve miles to the west-northwestward of the entrance. The island is low and flat, with the exception of a sharp conical peak near its eastern extremity, which rises to a height of several hundred feet.

Passing to the northward of Sugar Loaf island, an east-southeasterly course will bring you to the mouth of the harbor, and to the northward and westward of Kooi island. It is advisable to heave to here, or anchor in twenty or twenty-five fathoms water, until boats or buoys can be placed along the edges of the reefs bordering the channel, for without some such guides it is difficult for a vessel of large draught to find her way in between the reefs, which contract, in places, to within a cable's length of each other, and are at all times covered with water.

The ranges and courses for the channel are, first: Hele rock in range with Double-topped mountain, (see view on chart,) bearing south 37 degrees east. Steer this course, keeping the range on until Chimney rock bears S. $\frac{1}{4}$ E.; then for Chimney rock until Point Conde bears S. 49 degrees east; then for Point Conde until entering the basin of Oonting, when anchor, giving your ship room to swing clear of the reef making out to the northward of Point Conde, and you will be as snug as if lying in dock, with good holding-ground, completely land-locked, and sheltered almost entirely from every wind.

Good water is to be had at the village of Oonting.

By order of Commodore M. C. PERRY:

SILAS BENT, *Lieut. U. S. Navy.*

Sailing directions and observations upon Lloyd's harbor, Bonin islands, from reports of Acting Masters Madigan and Bennett, of the United States ships Saratoga and Susquehanna.

"The entrance to the harbor of Port Lloyd, on the western side of Peel island, one of the Bonin group, is well defined, so that it can scarcely be mistaken.

"A ship bound in would do well to place a boat on the shoal that makes off south from the eastern point of Square Rock, as it is called on Beechy's harbor chart. This shoal can be easily seen from aloft, however, even when there is no swell on. It extends full two cable's length from Square Rock to the southward, and is steep. The centre of the shoal is awash with a smooth sea. The tide rises about three feet, and there is a coral rock about one cable's length north from the northern point of Southern Head on which I found *eight feet water*. But a ship entering the harbor would not be likely to approach Southern Head so near as to be upon it. This island, as well as those surrounding it, is chiefly visited by whale-ships, and its products, therefore, are such as to suit their wants.

"Potatoes, yams, and other vegetables, fruits of various kinds, together with wild hogs and goats, can be procured from the few whites and Sandwich Islanders (thirty-five in all) settled there. Wood is good and plentiful, and water can be had, though in limited quantities, and slightly tainted by the coral rocks from which it springs.

"The anchorage is fair, though open to the south and west. The reconnoissance made by order of the commander-in-chief, proved the accuracy of Captain Beechy's chart."

Mr. Bennett, acting master of the Susquehanna, says in his report: "Assuming the position of Napha, in Great Lew-Chew island, as established by Beechy, to be correct, I find by the mean of my chronometers that he has placed Ten Fathom Hole, in Port Lloyd, five miles too far to the westward, and consequently the whole group is placed that much to the westward of its true position."

By order of Commodore M. C. PERRY:

SILAS BENT, *Lieut. U. S. Navy.*

MACAO, *October* 1, 1853.

Commodore Perry to the Secretary of the Navy.

[No. 52.] U. S. STEAM-FRIGATE MISSISSIPPI,
At Sea, July 18, 1854.

SIR: My last despatches, Nos. 50 and 51, (duplicates herewith enclosed) were sent—the first by the Vandalia, to be mailed at Shanghai; the other by the Southampton, for Hong Kong, to be forwarded from that place.

Nothing of much interest occurred at Hakodadi after the departure of the Vandalia, excepting that a place of interment was secured and enclosed, within which two of that vessel's crew were buried.

The delegates despatched from Yedo to meet me at Hakodadi, ar-

rived only two days before my departure; but having obtained all that I desired, or certainly had reason to expect by my negotiations with the local authorities, and regardful of my appointment to be at Simoda by the 8th, and seeing by their instructions that they were not invested with sufficient powers, I had little to do with them.

The two steamers left Hakodadi on the 3d of June, and after a pleasant passage reached Simoda on the 7th.

Lieutenant Commanding Sinclair, who had been left with the Supply in port during my absence, immediately reported that all had gone well; that the commissioners had arrived, with two others who had been added to their number.

As I was desirous of completing my business with these distinguished functionaries, who I knew would be very slow in all their movements, I proposed an interview for the following day, which was assented to; and accordingly I landed with a suitable escort, and proceeded to the temple occupied by me during my former visit: here I found the seven commissioners in waiting; and after being introduced to the two who had recently been added to the commission, by name and title, Tsudzuki Suruga-no-kami, (Prince of Suruga,) and Takeno Utsi Seitan, (comptroller of the treasury,) I was informed that, since the signing of the treaty of Kanagawa, Simoda had been erected into an Imperial city, and that Izawa, (Prince of Mimasaki,) and Tsuruki, (Prince of Suruga,) were appointed governors, and Kurokawa Kaheioye and Isa Sintshiro lieutenant governors, thus adhering to the Japanese custom of having two of each grade.

I was also told that the jurisdiction of the city did not extend as far as the limits of seven Japanese miles, (about sixteen English,) as embraced in the treaty; that gates had been erected upon the roads leading into the country, beyond which the jurisdiction belonged to the prince of Idzu; and they proposed that I should agree to a regulation making it imperative on all Americans desirous of passing beyond those gates, first to obtain permission from the officer on duty.

This I positively refused to consent to, and I soon found that the object of the commissioners was to induce me to agree to certain regulations which should govern Americans visiting the port, and would in a measure modify and weaken the advantages which the treaty secured to them, and I determined to hold out against all propositions that might have such a tendency.

I intimated my willingness to agree to some regulations unquestionably necessary, as well to govern the authorities as the Americans; but I could not, even if so disposed, alter or modify a treaty which had passed out of my hands; and after numerous discussions, and many turnings and twistings of the commissioners, additional regulations, a copy of which is herewith enclosed and marked A, were agreed to, and duplicates in the English and Japanese languages were signed by both parties and exchanged, the originals of which will be forwarded by the first sure conveyance.

The greatest struggle had reference to the limits within which Americans should be free to go where they pleased in the vicinity of Hakodadi. At first they wished to confine the limits to one street of the town, then to the whole town, then to the projecting promontory

extending towards the sea, then to three Japanese miles, and again to three and a half.

My proposition was that we should enjoy the same limits there as at Simoda, but upon this point they were so pertinacious that I thought it advisable to compromise for five Japanese miles, (about twelve of ours.) But the extent of the limits is of little importance, as the neighboring country is mountainous and sparsely settled.

Another object of the commissioners was to enter into some arrangement respecting the currency and exchange, having more particular reference to the prices to be paid for articles furnished to Americans conformably to the treaty. Accordingly, they appointed a commission of nine to discuss the matter, and, on the part of the squadron, I delegated Pursers Speiden and Eldredge, respectively of the Mississippi and Powhatan. The result of the discussion upon the subject will be found in papers enclosed and lettered B and C.

In addition to the additional regulations already referred to as having been arranged between the commissioners and myself, a few port regulations were agreed upon, and, at my suggestion, a harbor-master and three pilots were appointed. I presented to the harbor-master, on the part of the United States, a spy-glass, always to be kept at the lookout station, and to pass to his successor, and to each of the pilots a comfortable overcoat was given.

See accompanying papers, letters D and E.

The commissioners were not prepared to establish any permanent regulations respecting Hakodadi, as all of them were utterly ignorant of the town and its neighborhood; but this, if found necessary, can be done at some future time, when, like Simoda, it shall be made an imperial city, and consequently pass from the jurisdiction of the Prince of Matsmai.

Having completed my business with the commissioners, and entertaining these high personages and retinues a second time on board ship, I took a kind and friendly leave of them, and sailed with the Mississippi, Powhatan, and Southampton, leaving the Macedonian and Supply to proceed, under instructions, to Formosa.

With great respect, I am, sir, your most obedient servant,

M. C. PERRY,

Commander-in-chief U. S. Naval Forces East India and China Seas.

Hon. JAMES C. DOBBIN,

Secretary of the Navy, Washington.

A.

Additional regulations, agreed to between Commodore Matthew C. Perry, special envoy to Japan from the United States of America, and Hayashi Daigaku-no-kami; Ido, Prince of Psus-sima; Izawa, Prince of Mimasaki; Tsudzuki, Prince of Suruga; Udono, member of the board of revenue; Take-no-uchi Sheitaro, and Matsusaki Michitaro, commissioners of the Emperor of Japan, on behalf of their respective governments.

ARTICLE I.—The imperial governors of Simoda will place watch stations wherever they deem best, to designate the limits of their jurisdiction; but Americans are at liberty to go through them, unrestricted, within the limits of seven Japanese ri, or miles; and those who are found transgressing Japanese laws may be apprehended by the police and taken on board their ships.

ARTICLE II.—Three landing-places shall be constructed for the boats of merchant ships and whale-ships resorting to this port; one at Simoda, one at Kakizaki, and the third at the brook lying south-east of Centre Island. The citizens of the United States will, of course, treat the Japanese officers with proper respect.

ARTICLE III.—Americans, when on shore, are not allowed access to military establishments or private houses without leave; but they can enter shops and visit temples as they please.

ARTICLE IV.—Two temples, the Rioshen at Simoda, and the Yokushen at Kakizaki, are assigned as resting-places for persons in their walks, until public houses and inns are erected for their convenience.

ARTICLE V.—Near the Temple Yokushen, at Kakizaki, a burial-ground has been set apart for Americans, where their graves and tombs shall not be molested.

ARTICLE VI.—It is stipulated in the treaty of Kanagawa, that coal will be furnished at Hakodadi; but as it is very difficult for the Japanese to supply it at that port, Commodore Perry promises to mention this to his government, in order that the Japanese government may be relieved from the obligation of making that port a coal depot.

ARTICLE VII.—It is agreed that henceforth the Chinese language shall not be employed in official communications between the two governments, except when there is no Dutch interpreter.

ARTICLE VIII.—A harbor-master and three skilful pilots have been appointed for the port of Simoda.

ARTICLE IX.—Whenever goods are selected in the shops, they shall be marked with the name of the purchaser and the price agreed upon, and then be sent to the Goyoshi, or government office, where the money is to be paid to Japanese officers, and the articles delivered by them.

ARTICLE X.—The shooting of birds and animals is generally forbidden in Japan, and this law is therefore to be observed by all Americans.

ARTICLE XI.—It is hereby agreed that five Japanese ri, or miles, be the limit allowed to Americans at Hakodade, and the requirements

contained in Article I, of these Regulations, are hereby made also applicable to that port within that distance.

ARTICLE XII.—His Majesty the Emperor of Japan is at liberty to appoint whoever he pleases to receive the ratification of the treaty of Kanagawa, and give an acknowledgment on his part.

It is agreed that nothing herein contained shall in any way affect or modify the stipulations of the treaty of Kanagawa, should that be found to be contrary to these regulations.

In witness whereof, copies of these additional regulations have been signed and sealed in the English and Japanese languages by the respective parties, and a certified translation in the Dutch language, and exchanged by the commissioners of the United States and Japan.

SIMODA, JAPAN, *June* 17, 1854.

M. C. PERRY,
Commander-in-chief of the U. S. Naval Forces East India, China, and Japan Seas, and Special Envoy to Japan.

B.

U. S. FLAG-SHIP POWHATAN,
Simoda, June 12, 1854.

GENTLEMEN: You are hereby appointed to the duty of holding communication with certain Japanese officials delegated by the Imperial government, in conformity with the treaty of Kanagawa, to arrange with officers alike delegated by me the rate of currency and exchange which shall for the present govern the payments to be made by the several ships of the squadron for articles that *have* been and *are* to be obtained; also to establish, as far as can be, the price at which coal, per pecul or ton, can be delivered on board at this port of Simoda.

It is not to be understood that the rate of currency or exchange which may be agreed upon at this time is to be permanent; on the contrary, it is intended only to answer immediate purposes. Neither you nor myself are sufficiently acquainted with the purity and value of the Japanese coins to establish a fixed rate of exchange, even if I had the power to recognise such arrangement.

It will, however, be very desirable for you to make yourselves acquainted with all the peculiarities of the Japanese currency, and also, if practicable, with the laws appertaining thereto, as the information will be valuable in facilitating all future negotiations upon the subject.

You will, of course, before entering into any agreement which may be considered binding, refer to me.

Very respectfully, your obedient servant,
M. C. PERRY,
Commander-in-chief U. S. Naval Forces East India and China Seas.

Purser WM. SPEIDEN, *U. S. Navy.*
Purser J. C. ELDREDGE, *U. S. Navy.*

C.

UNITED STATES STEAM-FRIGATE POWHATAN,
Simoda, June 15, 1854.

SIR: The committee appointed by you, in your letter of the 12th instant, to confer with a committee from the Japanese commissioners in reference to the rate of exchange and currency between the two nations in the trade at the ports opened, and to settle the price of coal to be delivered at this port, beg leave to report:

The Japanese committee, it was soon seen, came to the conference with their minds made up to adhere to the valuation they had already set upon our coins, even if the alternative was the immediate cessation of trade. The basis upon which they made their calculation was the nominal rate at which the government sells bullion when it is purchased from the mint, and which seems also to be that by which the metal is received from the mines. The Japanese have a decimal system of weight, like the Chinese, of catty, tael, mace, candareen, and cash, by which articles in general are weighed; but gold and silver are not reckoned above taels. In China a tael of silver in weight and one in currency are the same, for the Chinese have no silver coin; but in Japan, as in European countries, the standard of value weight and that of currency weight differ. We were told that a tael weight of silver has now come to be reckoned, when it is bullion, as equal to 225 candareens, or 2 taels 2 mace 5 candareens; but when coined, the same amount in weight is held to be worth 6 taels 4 mace. It is at the bullion value that the government has decided to receive our dollar, the same at which they take the silver from the mines; asserting that, as its present die and assay give it no additional value, it is worth no more to them. In proportion to a tael, a dollar weighs 7 mace $1\frac{1}{5}$ candareen, which, at the rates of bullion value, makes it worth 1 tael 6 mace, or 1,600 cash. Thus the Japanese government will make a profit of $66\frac{2}{3}$ per cent. on every dollar paid them of full weight, with the trifling deduction of the expense of re-coining it. The injustice of this arrangement was shown, and the propriety of paying to the seller himself the coin we gave at this depreciated rate urged, but in vain.

For gold the rate is more, as the disparity between the value of bullion and that of coin, among the Japanese, is not so great. A tael weight of gold is valued at 19 taels in currency, and a mace at 1 tael 9 mace. The gold dollar weighs almost 5 candareens, but the Japanese have reckoned it as the twentieth part of a $20 piece, which they give as 8 mace 8 candareens; and, consequently, the dollar is only 4 candareens 4 cash. This weight brings the gold dollar, when compared with the tael of bullion gold worth 19 taels, to be worth 836 cash, and the $20 piece to be worth 16,720 cash, or 16 taels 7 mace 2 candareens. This, when converted into a silver value, makes a gold dollar worth $52\frac{1}{4}$ cents, and a $20 piece worth $10 45, at which the Japanese propose to take them. But this valuation of the gold dollar at $52\frac{1}{4}$ cents, when reckoned at 836 cash, its assessed value by the Japanese government, suffers the same depreciation as our silver; and its real value, when compared with the inflated currency in use among the people, is only about $17\frac{1}{4}$ cents. Consequently, by this estimate,

gold becomes 50 per cent. worse for us to pay in than silver. The currency value of a gold dollar, taking the *ichibu* as of equal purity, and comparing them weight for weight, is only 1,045 cash, or nearly 22 cents in silver; so that the actual depreciation on the part of the Japanese is not so great as silver—being for the two metals, when weighed with each other, for silver as 100 to 33⅓, and for gold as 22 to 17. The elements of this comparison are not quite certain, and therefore its results are somewhat doubtful; but the extraordinary discrepancy of both metals, compared with our coins and with their own copper coins, shows how the government has inflated the whole monetary system in order to benefit itself.

The parties could come to no agreement, as we declined to consent to the proposals of the Japanese, who were decided to adhere to their valuation of a silver dollar at 1 tael 6 mace, or 1,600 cash; neither would they consent to do justly by us in relation to the moneys paid them at this place before our departure for Hakodade, at the rate of only 1 tael 2 mace, or 1,200 cash, to the dollar, by which they had made a profit of 75 per cent. on each dollar, stating that the money paid them at this rate had passed out of their hands; and, moreover, that the prices placed upon the articles furnished had been charged at reduced prices with reference to the low value placed upon the dollar.

For the amount due and unsettled, for supplies received at Yokuhama, and on account of which Purser Eldredge paid Moryama Yenoske, Imperial interpreter, $350 in gold and silver, that they might be assayed and tested at Yedo, they consent to receive the dollar at the valuation now placed on them—that is, at the rate of 1,600 cash for the silver dollar.

We carefully investigated the price of the coal to be delivered to vessels in this port. We learn that 10,000 catties or 100 piculs have arrived; and this, at the rate of 1,680 catties to a ton of 2,240 pounds, or 16⅘ piculs, costs 262 taels 6 mace 5 candareens 3 cash, or $164 16; making the rate to be $27 91 per ton. The Japanese state that the price of coal would be considerably reduced as the demand for it increased, and their facilities for mining became more perfect.

In conclusion, we take pleasure in expressing our thanks to Messrs. Williams and Portman, whose services as interpreters were indispensable, and from whom we received important aid in our investigations.

We have the honor to be, respectfully, your obedient servants,

WILLIAM SPEIDEN,
Purser U. S. Navy.

J. C. ELDREDGE,
Purser U. S. Navy.

Commodore M. C. PERRY,
Commander-in-chief U. S. Naval Forces in the East India and China Seas.

D.

Regulations respecting pilots, and the supplying of American vessels entering the port of Simoda.

A lookout place shall be established at some convenient point, from which vessels appearing in the offing can be seen and reported, and when one is discovered making apparently for the harbor, a boat shall be sent to her with a pilot.

And in order to carry this regulation into full effect, boats of suitable size and quality shall always be kept in readiness by the harbor-master, which, if necessary, shall proceed beyond Rock island, to ascertain whether the vessel in sight intends entering the harbor or not. If it may be the desire of the master of said vessel to enter port, the pilot shall conduct her to safe anchorage, and during her stay shall render every assistance in his power in facilitating the procurement of all the supplies she may require.

The rates of pilotage shall be: for vessels drawing over 18 American feet, fifteen dollars; for all vessels drawing over 13 and less than 18 feet, ten dollars; and for all vessels under 13 feet, five dollars.

These rates shall be paid in gold or silver coin, or its equivalent in goods, and the same shall be paid for piloting a vessel out as well as into port.

When vessels anchor in the outer harbor, and do not enter the inner port, only half the above rates of compensation shall be paid to the pilot.

The prices for supplying water to American vessels at Simoda shall be fourteen hundred cash per boat-load, (the casks being furnished by the vessel.) And for wood delivered on board, about seven thousand two hundred cash per cube of five American feet.

SILAS BENT,
Flag Lieutenant.

[Chinese characters.]
KURA-KAWA-KAHEI,
Lieutenant Governor.

U. S. Steam-Frigate Mississippi,
At Sea, June 28, 1854.

Approved: M. C. PERRY,
Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas.

U. S. Steam-Frigate Mississippi,
Simoda, Japan, June 23, 1854.

Bepalingen met betrekking tot loodsen, en het leveren van benodigdheden aan Amerikaansche schepen in den haven van Simoda.

Op eene daartoe geschikte plaats zal een uitkyk worden opgerigt van waar schepen in de nabyheid komende kunnen worden gezien, alsdan zal de overheid daarvan verwittigd, en een boot met een loods

aan boord naar het schip afgezonden worden als hetzelve naar deze haven schynt te komen.

Ten einde deze bepaling ten volle uit te voeren zullen booten van genoegzame grootte altyd door den havenmeester in gereedheid worden gehouden, welke booten als zulks nodig mogt zyn zoover als Rots eiland (Mikomoto Sima) zullen gaan om te onderzoeken of het schip in gezigt al of niet in den haven zal komen. Als nu de schipper van zulk een schip den haven wil binnen loopen, zal de loods hetzelve naar eene veilige ankerplaats brengen, en gedurende deszelfs verblyf aldaar al het mogelyke aanwenden, om het verkrygen van wat hetzelve nodig mogt hebben, gemakkelyk te maken.

Het loon van den loods zal zyn voor schepen meer den achttien Amerikaansche voeten diep in het water, vyftien dollars; voor schepen meer dan dertien en minder dan achttien voeten diep in het water, tien dollars; en vyf dollars voor schepen minder dan dertien Amerikaansche voeten diep in het water.

Dit loon zal betaald worden in gouden of zilveren munt, of met eene gelyke waarde in goederen en evenveel zal betaald worden voor het uitloodsen, als voor het naar binnen loodsen.

Als schepen niet in den binnen haven komen, doch in den buiten haven ten anker gaan, zal alleen de helft van de hierboven vastgestelde loonen worden betaald.

Amerikaansche schepen in den haven van Simoda, zullen kunnen verkrygen water aan boord tegen veertien honderd pitjes (cash) voor een volgeladen boot, (de watervaten door het schip geleend wordende) en brandhout aan boord geleverd voor ongeveer zeven duizend twee honderd pitjes per kubiek iki, of kubiek van vyf Amerikaansche voeten.

SILAS BENT,
Luitenant Adjudant.
KURAKAWA KAHEI,
Luitenant Gouverneur.

Goedgekeurd:

M. C. PERRY,
Opperbevelhebber van de Oorlogsmagt van de Vereenig de Staten in de zeeen van Oost Indie, China, en Japan.

Eene ware vertaling,

A. L. C. PORTMAN.

V. S. Stoom Fregat Mississippi,
Simoda, Japan, den 23sten Juny, 1854.

E.

U. S. Steam-Frigate Mississippi,
At Sea, June 27, 1854.

This is to certify that Yohatsi, Hikoyemon, and Dshirobe have been appointed pilots for American vessels entering or departing from the port of Simoda, and that the following rates for pilotage have been established by the proper authorities, viz:

For vessels drawing over eighteen American feet.....	$15 00
For vessels drawing over thirteen and less than eighteen feet	10 00
For vessels drawing under thirteen feet.....	5 00

These rates shall be paid in gold or silver coin, or its equivalent in goods; and the same shall be paid for piloting vessels out as well as into port.

When vessels anchor in the outer roads, and do not enter the inner harbor, only half the above rates of compensation shall be paid to the pilots.

By order of the Commander-in-chief:

SILAS BENT,
Flag Lieutenant.

Approved:

M. C. PERRY,
Commander-in-chief of the U. S. Naval Forces in the East India, China, and Japan Seas.

U. S. STEAM-FRIGATE MISSISSIPPI,
Simoda, Island of Niphon, Japan, June 22, 1854.

Dit dient om te verklaren, dat Yohatsi, Hikoyemon, en Dshirobe benoemd zyn als loodsen voor schepenvan de Vereenigde Staten de haven van Simoda binnenkomende, of uitgaande; en dat het loon voor de loodsen door de bevoegde overheid is vasgesteld geworden als volgt:

Voor schepen over 18 Amerikaansche voeten diep in het water.....	$15 00
Voor schepen over 13 en minder dan 18 voeten diep.....	10 00
Voor schepen onder 13 Am: voeten deip.....	5 00

Dit loon zal betaald worden in gouden of zilveren munt of met eene gelyke waarde in goederen; en hetzelfde zal betaald worden voor het binnen komen als wel als voor het uitgaan.

Als schepen in den buitenhaven ankeren er niet naar binnen gaan, zal alleen de helft van de hierboven vastgestelde loonen worden betaald.

Op last van den Opperbevelhebber:

SILAS BENT,
Luitenant Adjudant.

Goedgekeurd:

M. C. PERRY,
Opperbevelhebber van de Oorlogsmagt van de Vereenig de Staten in de zeeen van Oost Indie, China, en Japan.

Eene ware vertaling,

A. L. C. PORTMAN.

V. S. STOOM-FREGAT MISSISSIPPI,
Simoda, Japan den 22sten Juny, 1854.

Commodore Perry to the Secretary of the Navy.

[No. 53.] U. S. STEAM-FRIGATE MISSISSIPPI,
At Sea, July 18, 1854.

SIR: It will be recollected that the department ordered me to investigate and report upon a communication of Commander James Glynn, addressed to Commodore A. C. Jones, in which he claimed to have discovered land until then unknown to modern navigators; that my despatch No. 41, bearing date the 9th of February, 1854, conveyed all the information I had, up to that time, been able to obtain.

On our way to Japan in February last the squadron passed to the westward of the island Oho-Sima. In returning I was desirous of examining its eastern shores.

This we have done, and made such reconnoissance of the outline of the coast as time and circumstances would permit. I had intended to have anchored the ships and communicated freely with the people, but I could discover no convenient anchoring places, and was therefore content to send a couple of boats from the Mississippi, in charge of Lieutenants Maury and Webb, if for nothing more than to say that the Americans had had communication with a land never before visited by a Christian person.

The reports of these officers represent the people as very similiar to those of Lew-Chew, but of less thrifty appearance.

The opinions expressed in my despatch No. 41 have been confirmed by subsequent observations, and Lew-Chew, it appears, is in a measure an independent sovereignty, holding only slight allegiance either to Japan or China, but preferring rather its relationship to the latter empire; that the islands stretching from Formosa to Kiusiu are all under its sovereignty, and are in such intercourse with the parent island, Great Lew-Chew, as the imperfect character of their means of navigation will allow.

The chart forwarded with despatch No. 41 will be revised, as we have since discovered some new dangers, and will be transmitted to the department in due time.

With great respect, I am, sir, your most obedient servant,

M. C. PERRY,
Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas.

Hon. JAMES C. DOBBIN,
Secretary of the Navy, Washington, D. C.

NOTE.—The chart above referred to was compiled in haste to send home by Commander Adams as an illustration of my letter, and was not considered particularly accurate, and it is doubtful whether the length of degrees of latitude were correctly computed.

Commodore Perry to the Secretary of the Navy.

[No. 54.] U. S. STEAM-FRIGATE MISSISSIPPI,
At Sea, July 19, 1854.

SIR: Having in despatches Nos. 52 and 53 communicated to the department details of the events which transpired in the squadron after the sailing of the Vandalia from Hakodadi, and up to the time of our arrival at Lew-Chew, it only remains for me to furnish an account of our transactions at that island.

On my arrival there I was informed, by Lieutenant Commandant Glasson, that William (George) Board, belonging to the Lexington, under his command, had been found in Junk harbor, dead, and it was supposed that he had come to his death by violence; that he had caused a jury of officers to hold an inquest upon the body, and had demanded an investigation by the local authorities, but had received no satisfactory reply to his communication.

Although, upon due inquiry, I was well satisfied that the murder grew out of outrages committed by one or more sailors of the squadron, I deemed it highly important, with reference to the safety of others who might visit the island, that the matter should be fully investigated, and consequently made a peremptory demand upon the regent, or superintendent of affairs, to cause a judicial trial to be instituted conformably to the laws of Lew-Chew.

The demand was complied with; the court being composed of *six* superior judges, the regent and first treasurer giving their constant personal attendance pending the entire proceedings.

The result of the trial will be shown by reference to accompanying papers lettered A, B, C, from which will appear that six natives were convicted of being engaged in the attack on the murdered man, and that the mayor and constables of Napa were punished for neglect of duty.

The ringleader was brought by the regent and first treasurer, bound, on board the Mississippi, and delivered over to my custody, to be dealt with according to the laws of the United States, and was remanded by me back to the authorities of the regent, for which he expressed many thanks.

This was an unfortunate affair, and the only instance of any seriously unpleasant occurrence during our long intercourse with these people. Two of the Americans who first commenced the disturbance have been tried by court-marial.

During the progress of these trials, native lighters were employed in taking to the steamers all the coal remaining in the coal-shed, which, as belonging to the United States, I caused to be put in order and left in charge of the local authorities, being well assured that it will be carefully looked after, and kept in readiness for the reception of coal, should it be determined to make any further deposite at this place.

I also entered into a compact with the royal authorities, which binds the government and people of Lew-Chew to treat with kindness and friendship all Americans visiting the ports of the island, to supply them with whatever they may need, and to succor and protect all

shipwrecked persons who may be thrown ashore upon any part of the kingdom; to establish pilots, &c. (See accompanying paper, D.)

The original of this compact will be forwarded to the department, with other similar papers, when a safe private conveyance may offer.

Having completed all my business at this place, and entertaining for the last time the high authorities of Lew-Chew on board the Mississippi, I left Napa on the morning of the 17th instant, in company with the Powhatan, the Lexington having sailed two days before for Hong-Kong.

The Powhatan was on the same day despatched for Ning-po-Fou, Fuh-chow-Fuh, and Amoy, on the coast of China, to inquire into the interests of Americans resident at those places, and from Amoy to proceed to Hong-Kong.

I had intended to have accompanied her with the Mississippi; but in consideration of the long interval of time since we have received communications from Washington, and being aware of the existence of war in Europe, on further reflection I thought it more advisable to proceed at once to Hong-Kong, where I hope to arrive in two or three days.

Thus, sir, I have finished the work assigned to me with respect to Japan; and I trust that, on my arrival in China, I may find letters from the department authorizing my return to the United States—a relief made the more necessary to me for reason of continued ill-health, and consequent debility.

With great respect, I am, sir, your most obedient servant,

M. C. PERRY,
Commander-in-chief U. S. Naval Forces
East India, China, and Japan Seas.

Hon. JAMES C. DOBBIN,
Secretary of the Navy, Washington, D. C.

[No. 54 A.] U. S. STEAM-FRIGATE MISSISSIPPI,
At Sea, July 20, 1854.

SIR: Owing to want of time the Japanese authorities had not commenced the establishment of a coal depot at Simoda, conformably to the treaty; nor is it desirable that they should until they have notice from the United States government that certain quantities may be required.

I have procured, to be sent to Washington for analysis and practical trial, nearly ten tons of coal Doubtless there is abundance of this valuable fuel in the empire; but, owing to the small use made of it in the country, it has not been mined to any extent, and that which we have is evidently what is called surface-coal.

It will be recollected that the chief interpreter, Moryama Einoske, the same who had the confidence of the commissioners in all our negotiations, declared most positively to Commander Glynn that there was nothing of the kind in Japan, and pretended much curious interest in examining some that the armorer was using at the time on board the Preble.

A good many presents have been delivered to my charge for the President, including some small articles of furniture as decorations for one of the rooms of the President's house; these will be forwarded by one of the returning vessels of the squadron, as also those presented to myself and officers from the Imperial government; they are of no great value, but will serve as specimens of the Japanese fabrics, laquered ware, &c. A list will be forwarded in due time.

I have procured at Yesso and Nippon, and at Lew-Chew, blocks of the best material of stone to be had, which I propose to send to the Washington Monument Association, and hope to obtain additional specimens in China and other ports of the East, for the same object.

I have found the printing-press, sent out by the State Department, particularly useful.

With great respect, I am, sir, your most obedient servant,

M. C. PERRY,

Commander-in-chief U. S. Naval Forces East India, China, and Japan Seas.

Hon. JAMES C. DOBBIN,

Secretary of the Navy, Washington, D. C.

A.

A prepared statement.—Shang-Hiun-hiung, superintendent of affairs at Shui, in the kingdom of Lew-Chew, makes this petition to explain matters: On the 1st instant I received your excellency's orders, in which it is said "that Captain Glasson had reported to you that one of his seamen named Board had been wounded by the Lew-Chewans, and had fallen into the water and drowned, and that it was necessary to arrest the murderer and examine him."

I immediately required the mayor to examine the affair, who, in course, ascertained of the constables, from their investigation, that the man Board got very drunk, and falling into the water, was drowned, none of the common people having wounded or beat him; and these points he returned as his report, which I also gave as the result of the inquiries made in the statement formerly presented.

On the 3d I again received your excellency's command, "that it was imperative that the murderer be given up, and full atonement made." I thereupon came myself to the town hall of Napa, where, with the treasurer and criminal judge, careful personal scrutiny was made into the affair, under the cognizance of the lower magistrates of Napa; calling before us the people of the streets and markets, and closely questioning them.

It appears that on the 12th of June three American sailors, passing through the streets of Napa, forcibly entered a man's house, and took therefrom some liquor, which they drank till they became drunk; two of them to such a degree that they laid down in the streets. The other got over a wall into a private house, and forced a woman, who having no strength to resist him, cried out with loud cries. One of her relatives

named I-kien, hastily running in on hearing her, saw the man in the act, and threw him down on the ground. Alarmed and repulsed, the sailor fled out to escape.

Many persons had by this time assembled and pursued after him with stones, throwing them at him, and he fled to the sea-side, and, falling into the water, was drowned.

I reflected that this rape not only was a great shame to the woman, but was also a mortifying disgrace to the country, and therefore the local officers of Napa did not dare to make it known in all its particulars; but simply made a statement that a drunken sailor, in his incoherent stumbling and reeling, had fallen into the water and was drowned. They were greatly alarmed and grieved at what had occurred.

On learning these particulars, the judge immediately called the woman, who had received this outrage, to be carefully questioned; but she could not detail how she had so suddenly met this violence; that it was plain to him that such was really the truth.

I then directed that all persons who were suspected of having thrown stones, or pursued after him in the mob, be called up, that they might be carefully examined, and they generally said, "to force a woman is what all men detest and are angry at, and would, without thinking, strike and wound the one guilty of it." There is some reason in this, too; but still, those who acted thus should be apprehended and delivered over to the American officers for trial, since it is altogether illegal to throw stones and wound persons, causing them thereby to fall into the water and be drowned. I have therefore handed in the names of the guilty persons found out, and their punishments, for your inspection.

The mayor, by taking the nonsensical and erroneous reports of the police constables, and handing the same in as a true statement, caused me to err very seriously, and offend your excellency; and he and they have alike been properly punished as they deserve. I humbly beg your excellency to bestow your lightning glance on this statement.

June 7, 1854.

B.

The result of the judicial investigation of Mitu, of Higashi-mura, a female aged fifty.

On the 12th of June she heard that some Americans, drunk with excess of liquor, were rambling about everywhere; she and her niece were alone and shut the doors of the house, when about 4 o'clock one of them came scrambling over the walls of the house and forced himself into the house. She was exceedingly alarmed, and in her fright ran out doors to get away, when the man seized her and drew a knife, threatening her, as he brandished it, into compliance with his desires. She cried out with a loud voice, but he held on to her; she was too weak to resist, and suffered his ravishment, losing all consciousness of

herself. By this time, people hearing of it ran together, and giving her some stimulus, she anon came to herself.

The testimony of Jima, given on the trial.—"On the 12th of June, about 4 p. m., hearing a woman in the next house crying out, many persons came together, I also going to see what was the cause, and found that an American had violated a female of Kugusku, named Mitu, who was in truth a relative of mine. Unable to bear it patiently, I threw the man to the ground; but as she had fainted away entirely, I remained with her in the house to give her some remedies, and am therefore quite ignorant of what happened to this American afterwards."

The evidence of Tokisi.—"On the 12th of June, about four p. m., I heard that a woman of Kugusku, named Mitu, had been forced by an American, and as I ran quickly into the house I saw the man hastening out and running off. Irritated and greatly enraged, I threw a stone and hit him on the head and wounded him. Just then Konishi was at Tembe-chu (the temple of the Queen of Heaven) loitering about, and a great crowd came up from the Tenshikwan pursuing an American, which, when he had heard the circumstances, he joined in and threw two stones after him, which, however, did not hit to wound him. The American, ashamed to see people after such a deed, turned from the main road before him and passed aside towards the beach westward, directly towards San Chung Ching, where he fell into the water and was drowned. Konishi himself then went by a cross path to Hwashito, where he saw him drowned.

"Yara also was passing through the market at the time, and hearing the crowd speaking of the violence done to Mitu, and being near the Tenshikwan when the crowd was pursuing the man, threw stones at him twice, but not to wound him. When he passed the west beach and turned towards the San Chung Ching, there were many persons, unknown to the said Yara, who were likewise chasing the man, and saw him, some thirty or forty steps further on, fall in and drown. Chining, Arakaki, and Karagusku, hearing of the cause of the mob, joined it and cast stones at the man; yet not so as to wound him."

These having all been again and again examined, and their evidence tallying, have been thus condemned:

Tokisi, æt. 29, of Higahsi-mura, (or East village,) to be banished to Pachung San for life.

Konishi, æt. 16, of Korni-mura; Yara, æt. 18, of Watangi-mura; Arakaki, æt. 19, of Higashi-mura; Chiming, æt. 18, of Nishi-mura, (West village,) and Karagusku, æt. 32, of Nishi-mura, to be banished to Taiping San for eight years.

The mayor of Napa, Mo Zhinkuring, has been deprived of his rank and pay, but continued in office.

The deputy magistrates, Ri Yung-sho, Zhin Zaidin, Zhia Bunmo, and Gu Fitsnching, have all been deprived of office.

C.

U. S. Steam-Frigate Mississippi,
Napa, Lew-Chew, July 11, 1854.

Your Highness: I have received the communication of your highness, giving an account of the second judicial examination in the case of the murder of William Board, a person belonging to the squadron under my command, and am glad to observe that justice has at last been administered by the authorities of Lew-Chew.

By a careful examination of the case, it appears that Board was guilty of a most heinous crime; but, instead of being arrested and brought to trial, according to law, he was stoned to death by a riotous and lawless mob.

Your highness, upon my demand for further investigation, has brought the offenders to justice, and placed at my disposal, to be dealt with according to the laws of the United States, the ringleader, Tokisi; and, considering the representations of your highness, and regardful of the comity which should subsist between two friendly nations, I have returned the criminal to your custody, in the full conviction that he will, in accordance with the sentence pronounced by the Lew-Chewan authorities, be held in durance during life, as an example to all evil-doers.

With profound respect,

M. C. PERRY,
Commander-in-chief U. S. Naval Forces
East India, China, and Japan Seas.

His Highness Sho Fu Fing,
Regent of Lew-Chew.

Compact between the United States and the kingdom of Lew-Chew, signed at Napa, Great Lew-Chew, the 11th day of July, 1854.

Hereafter, whenever citizens of the United States come to Lew-Chew, they shall be treated with great courtesy and friendship. Whatever articles these persons ask for, whether from the officers or people, which the country can furnish, shall be sold to them; nor shall the authorities interpose any prohibitory regulations to the people selling; and whatever either party may wish to buy, shall be exchanged at reasonable prices.

Whenever ships of the United States shall come into any harbor in Lew-Chew, they shall be supplied with wood and water at reasonable prices; but if they wish to get other articles, they shall be purchaseable only at Napa.

If ships of the United States are wrecked on Great Lew-Chew, or on islands under the jurisdiction of the royal government of Lew-Chew, the local authorities shall despatch persons to assist in saving life and property, and preserve what can be brought ashore till the ships of that nation shall come to take away all that may have been saved; and the expenses incurred in rescuing these unfortunate persons shall be refunded by the nation they belong to.

Whenever persons from ships of the United States come ashore in Lew-Chew, they shall be at liberty to ramble where they please, without hindrance, or having officials sent to follow them, or to spy what they do; but if they violently go into houses, or trifle with women, or force people to sell them things, or do other such like illegal acts, they shall be arrested by the local officers, but not maltreated, and shall be reported to the captain of the ship to which they belong, for punishment by him.

At Tumai is a burial-ground for the citizens of the United States, where their graves and tombs shall not be molested.

The government of Lew-Chew shall appoint skilful pilots, who shall be on the lookout for ships appearing off the island; and if one is seen coming towards Napa, they shall go out in good boats beyond the reefs to conduct her in to a secure anchorage; for which service the captain shall pay the pilot five dollars, and the same for going out of the harbor beyond the reefs.

Whenever ships anchor at Napa, the local authorities shall furnish them with wood at the rate of three thousand six hundred copper cash per thousand catties; and with water at the rate of six hundred copper cash, (43 cents,) for one thousand catties, or six barrels full, each containing 30 American gallons.

Signed in the English and Chinese languages, by Commodore MATTHEW C. PERRY, commander-in chief of the United States naval forces in the East India, China, and Japan seas, and special envoy to Japan, for the United States; and by SHO FU FING, Superintendent of Affairs (Tsu-li-kwan) in Lew-Chew, and BA RIO-SI, Treasurer of Lew-Chew, at Shui, for the government of Lew-Chew; and copies exchanged this 11th day of July, 1854, or the reign HIEN FUNG, 4th year, 6th moon, 17th day, at the town hall of Napa.

U. S. STEAM-FRIGATE MISSISSIPPI,
At Sea, July 17, 1854.

Commodore Perry to the Secretary of the Navy.

U. S. FRIGATE MISSISSIPPI,
Hong Kong, July 29, 1854.

SIR: In forwarding the accompanying documents, I take pleasure in commending to the favorable notice of the department the energetic and gallant conduct of Commander Kelly and his officers during their recent service at Shanghai.

With great respect, I am, sir, your most obedient servant,

M. C. PERRY.
Commander-in-chief of U. S. Naval Forces East India, China, and Japan Seas.

Hon. JAMES C. DOBBIN.
Secretary of the Navy, Washington.

U. S. Sloop Plymouth,
Hong Kong, July 22, 1854.

Sir: Since my last report by Lieut. Commanding Sinclair, of the store-ship Supply, on the 28th of February last, I have to state that, during that month the imperial troops encamped round the settlement of Shanghai, and the imperial fleet anchored off that place commenced a series of aggressive acts towards the foreigners—the first by tearing down buildings that were being put up, and stealing the materials; while the latter, without giving any previous notice to foreigners, commenced firing upon and searching all boats passing up or down the river. These acts were performed in the most brutal and insulting manner.

Many complaints were made to the general commanding the troops, and to the Taoutae, commander-in-chief of the fleet. These two functionaries at length acknowledged their inability to protect the foreigners, and remarked that they (the foreigners) would have to protect themselves.

On the 6th of March last a pilot-boat, owned by an American citizen, and having the American ensign flying, was fired upon by the Sir H. Compton, one of the imperial fleet, and ordered alongside, which was complied with. On her reaching the Compton she was boarded by an armed body of men, who immediately hauled down the American flag, dragged the crew of the boat up the side of the ship, and hung them up to the mainmast by their queues.

This was reported to me by the consul about 7 o'clock on the evening of the 6th of March last I immediately directed Lieut. Guest to proceed with an armed boat to the Sir H. Compton, and release the boat and crew, and to inquire of the captain by what authority he had dared to insult the American flag.

I refer you to Lieut. Guest's report, which I enclose, (marked A,) for the manner in which that duty was performed; and in which I fully concur.

On the 7th I requested Mr. Murphy, our consul, to state to the Taoutae, that as the officers and crew of the imperial ship-of-war, the Sir H. Compton, had insulted the United States flag, I should require of him that the American flag should be hoisted, in open day, at the fore-royalmast-head of the Sir H. Compton, and saluted with twenty-one guns.

On the 19th of March I received the enclosed communication from Mr. Murphy, marked B.

On the morning of the 20th I got under way and proceeded to where the imperial fleet were anchored, for the purpose of enforcing my demand. I had scarcely anchored before the captain of the Sir H. Compton came on board and stated that he was ordered by the Taoutae to make any concession I might demand, and that on the following day he would hoist the American flag at the fore, and at noon salute it with twenty-one guns; which was accordingly done on the noon of the 21st, when I returned to my anchorage off the American consulate.

The aggressions of the imperial troops still continued in the outskirts of the settlement; and, although frequently warned by the different con-

suls of the consequences that might take place if they were not suppressed, the old reply was given, that the foreigners would be obliged to protect themselves.

On the 3d of April last, some of the imperial troops from the camps near the race-course commenced destroying a building then being erected by one of the foreigners, and carrying away the timber. The owner, upon being informed of the fact, immediately repaired to the spot with a friend and remonstrated with them, when they drew their swords and commenced an attack upon both of the gentlemen. Fortunately, one of the assailed party had a revolver, with which he defended himself and wounded two of the assailants, upon which they retreated. But soon after they began to assemble from the different camps in the neighborhood, and attacked a lady and gentleman who were walking on the race-course. The gentleman received several wounds, while the lady had to fly for her life, pursued by these men.

The alarm was immediately given, when a small body of English marines that were posted on shore for the purpose of giving protection, repaired to the race-course, when they were immediately fired upon by the imperial troops, and were obliged to seek shelter behind the tombs, with which the fields are literally covered. The blue jackets and marines were soon landed from the English ships-of-war—the Encounter and the brig Grecian—and this ship, and the troops driven back to their encampments, one of which was captured and destroyed. We then retired for the night, keeping up strong patroles. The next morning, (April 4) after a consultation with the English and American consuls, Captain O'Callaghan and myself, we considered it necessary for the safety of the settlement to direct a communication to the General and Taoutae, informing them of the cause of the disturbance the evening previous, and stating that the entrenched encampments immediately in the vicinity of the race-course must be abandoned by four o'clock that day, or we should be obliged, for our own security, to destroy them.

No reply having been received up to half-past three, we proceeded to take up our positions. Captain O'Callaghan, with the Shanghai volunteers and about one hundred and fifty blue jackets and marines, occupied the right, while the sailors and marines from this ship, numbering about sixty, and 30 men from the American merchant-ships, with two private field-pieces, worked by American citizens who placed themselves under my command, occupied the left. We had also one twelve-pound boat-howitzer. At four p. m. we commenced throwing shells into the encampment. This was continued for about fifteen or twenty minutes, when, no return being made from the entrenchment, I directed the howitzer to cease firing, intending to charge into the camp; but on advancing within about thirty yards I found that I was separated by a creek twenty feet wide and seven deep.

At this moment the imperial troops commenced a smart fire of musketry and gingals upon us from behind their mud-walls, while we were totally unprotected. We returned their fire for about ten minutes, when I directed a flank movement to the left, where we could find some protection from the numerous mounds, and also enable us to fire into the camp. In about eight minutes the imperialists retreated in great disorder, leaving a number of dead and wounded on the field. Captain

O'Callaghan having captured and set fire to the entrenchments he had attacked, came up in the rear of the one I had engaged and set it on fire also. We then retired for the night. The next morning at daylight we returned to the field with about one hundred Chinese "coolies" and levelled the embankments.

I regret to say that in the attack one of my men, George McCorkle, (seaman) was killed, and one ordinary seaman and two marines wounded. The wounded are all well.

Captain Pearson, of the American merchant-ship Rose Standish, who was wounded while working one of the howitzers, has since died. Mr. Gray, chief clerk in the house of Russel & Co., was wounded in both legs, one of which had to be amputated. He is well.

I cannot close without expressing my warmest approbation of the steady and gallant conduct of the men and officers under my command, while exposed to a heavy fire from the imperial entrenchments.

The casualties on the English side were about the same as ours—one killed and three wounded.

Everything remained quiet up to the day of my leaving, (June 17.) The rebels still hold the city.

The Vandalia arrived on the 14th of June last, when I transferred all orders and instructions to Commander Pope.

The United States steam-ship Susquehanna, Commander Buchanan, with the honorable Mr. McLane, our Commissioner to China, was at Shanghai, expecting to leave, by the 6th of July, for Hong-Kong.

After leaving Shanghai, I proceeded to Ning-po. Enclosed I send you a copy of the report of our vice-consul, D. B. McCartee.

As Fou-Chow had been visited, a few days previous to the arrival of the Vandalia, by Commander Buchanan and Mr. McLane, in the steamer Confucius, and as they reported all quiet, I did not deem it necessary to anchor at that place, and therefore proceeded to Amoy, where I remained about thirty-six hours.

Our consul reported everything quiet in that quarter. I left on the noon of the 7th instant, and anchored in this harbor on the morning of the 14th of July.

I have the honor to be, sir, very respectfully, your obedient servant,

JOHN KELLY,
Commander.

Commodore M. C. Perry,
Commanding U. S. Naval Squadron in the East India, China, and Japan Seas.

A.

U. S. Sloop-of-war Plymouh,
Shanghai, March 7, 1854.

Sir: In obedience to your orders of last night, I took charge of the third cutter of this ship, manned by eleven men, (armed,) and proceeded alongside of the Chinese imperial ship-of-war Sir Herbert Compton. I was accompanied by Messrs. Ayers, Liuklater, and Donaldson, owners of the captured boat.

The first part of your instructions obliged me to find the captain of the Compton, if possible, and to deliver to him the note you had confided to me. Not finding the captain on board, and being informed he was on board the Agnes, (another Chinese vessel-of-war,) I pulled to her; but he was not there, and I was told he was on shore. I therefore gave up the search for him, and determined to execute the second part of your instructions, which were, "to obtain the release of the captured boat, if I could," by which I supposed myself authorized to use force, as far as the means under my command would admit.

The Sir Herbert Compton, mounting ten or twelve guns, being anchored in the middle of the Chinese fleet, and having some forty men on her deck, (as well as I could judge at night,) renegadoes of all nations, I thought the attempt to release the six prisoners who composed the crew of the captured American pilot-boat a service of some delicacy. I therefore proceeded in the following manner; but I must premise that the prisoners were tied by the hair of the head around the mainmast. I went alongside the second time, and went on board, accompanied by the three pilots before mentioned, cautioning my men to come when they were called, and not before.

This time I inquired for the commanding officer, when a Portuguese stepped forward and claimed that rank. I asked him how he dared to make prisoners of men under the protection of the American flag, and demanded their release, and that the boat should be given up.

He replied that he did not do it; and that in the absence of the captain he had no authority to release either the men or the boat. He then conferred with another official, (a Chinaman,) who confirmed his decision.

I therefore called my men "to come on board," which they did with surprising alacrity, cutlass in hand; and they soon cast loose the prisoners. At this time the crew of the Sir Herbert Compton had assumed a menacing attitude, and Mr. Donaldson called out to me that some men on the poop-deck were aiming their muskets at us. Fortunately, the commanding officer was very near me. Drawing and cocking my pistol, I presented it at him, and told him the first shot fired I would blow his brains out. Upon this threat he called out loudly for his crew to desist; and we got off the prisoners, as well as the boat, without further difficulty.

Mr. Ayres having examined the boat, told me his property was safe, which left me nothing more to do but to convoy the pilot-boat to a place of safety within gun-shot of the Plymouth.

Having, sir, thus executed your orders in the spirit in which I believe them to have been given, I returned on board.

I am, very respectfully, your obedient servant,

JOHN GUEST,
Lieut. U. S. N.

Com. JOHN KELLY,
Commanding U. S. Sloop Plymouth.

Secretary of the Navy to Commodore Perry.

NAVY DEPARTMENT,
September 19, 1854.

SIR: You will appreciate properly the apparent delay in acknowledging the receipt of the treaty with the Emperor of Japan, and the very interesting notes accompanying it, when I inform you that the desire of the department was to transmit the despatch, with the ratification by the Senate, through the hands of Commander Adams. Although the State Department, I am assured, will return the ratification through Commander Adams, as bearer of despatches, it has not as yet (no doubt from the great pressure of business) found it convenient to do so.

I tender to you my warm congratulations on the happy success of your novel and interesting mission. You have won additional fame for yourself, reflected new honor upon the very honorable service to which you belong, and, we all hope, have secured for your country, for commerce, and for civilization, a triumph the blessings of which may be enjoyed by generations yet unborn.

The Senate, very promptly, unanimously ratified the treaty, and I indulge the hope that Commander Adams will soon return to bear it to Japan.

I am, very respectfully, your obedient servant.
J. C. DOBBIN.

Commodore M. C. PERRY,
Commanding U. S. Squadron
East India and China Seas, Hong Kong, China.

Commodore Perry to the Secretary of the Navy.

ON BOARD ENGLISH MAIL STEAMER HINDOSTAN,
At Sea, Indian Ocean, October 7, 1854.

SIR: I have the honor to enclose, herewith, a copy of a communication addressed by me, from Singapore, to the Hon. R. M. McLane, Commissioner to China, in explanation of which I may inform the department, that on arrival at Ceylon, on my outward passage to China, I met a ship of the King of Siam, having on board a number of distinguished Bhudhist priests on a pilgrimage to a temple near to Galle. To the captain of this ship and to the pilgrims I paid some attention, in view of availing of so favorable an opportunity of opening a correspondence with the younger brother of the King, the one who evinced so much friendship to those of our officers who had already visited his country.

Accordingly, in a letter addressed to this Prince, I informed him of my desire to visit at some future time, with the steamers of my command, his flourishing country, and to endeavor by every suitable act to enlarge and cement more strongly the friendly intercourse already subsisting between the United States and Siam.

It was my desire to revise the treaty entered into by the late Mr. Roberts, which had virtually become a dead letter, and altogether in-

operative, and that with England had also shared the same fate; and, although subsequent attempts had been made by Sir John Davis, and Sir James Brooke, (the rajah) on the part of England, and Mr. Ballestiere, as envoy from the United States, I was induced to think that another trial would have resulted more successfully, and consequently, under the authority of one of my blank letters of credence, took the preliminary steps in the business.

But knowing the character of all Eastern potentates, I was not disposed to venture hastily upon a visit to Bankuk, (even if it had been at the time practicable,) *there*, possibly, to be politely repulsed, as the three gentlemen last mentioned had been. Therefore, on arrival at Canton, and conferring with our secretary of legation, Dr. Parker, I addressed myself, with his assistance, confidentially, to two of the American missionaries resident in Siam, and in good favor with the King, requesting them to make inquiry as to the feelings of the King and his ministers with respect to the government and people of the United States, and to give me their candid opinions, whether, if I came to Siam, I should be successful in effecting the object of my visit.

In due time I received replies not only from the second King, but from the reverend gentlemen addressed by me. The letter of the King was merely one of courtesy; those of the missionaries assured me of a friendly reception at court, but expressed some uncertainty as to the disposition of the government to enter into more liberal commercial intercourse with foreign powers. On the whole, however, they rather recommended the proposed visit. Since the dates of these letters, I have received another from the second King, equally friendly, and referring me to his brother, the first King; and from other information obtained I should have made up my mind to enter upon the experiment after my return from Japan, if circumstances had permitted.

It may be asked why I did not take advantage of the interval of my detention in China to make the desired visit. The answer is, that I had not at the time a sufficiency of coal on hand to authorize so large an expenditure as would have been required in the passage of the steamers to and from Siam, and still leave an adequate supply for my second visit to Japan.

One of my objects had been to induce the King to send one of his ships (all of which combine both war and commercial purposes) to the United States with some of his most intelligent officers—many of whom speak English*—there to examine into our institutions, resources, &c.; the surest way, in my opinion, of securing the respect and friendship for our government of a people not more than half-civilized, as we understand civilization.

My plans with respect to Siam have, however, been frustrated by the indispensable delay in the negotiations with Japan and the necessary return of the Mississippi and Susquehanna by way of the Pacific, the employment on special service of the Powhatan, and the imperative necessity of keeping a ship constantly at Canton and Shanghai.

Copies of all the correspondence referred to above have been fur-

* Both the Kings speak and write English.

nished to Mr. McLane, and will also be forwarded to the department on my return to the United States.

With respect to the possibility of opening an intercourse with Cochin China, notwithstanding the previous failures of England, France, and the United States, I am of opinion, founded upon reliable information obtained in China proper and at Singapore, that a favorable issue might be accomplished, provided that small steamers of light draught were employed to ascend the rivers upon which the principal cities are situated, and in sufficient force to resist and prevent insult, to command respect, and, as a consequence, *to secure the friendship* of these singular people; and though the trade of Cochin China and the neighboring countries is growing in importance, it is a question whether the advantages of a treaty purchased at so much expense would be otherwise desirable than as reflecting high honor upon the enterprise and energy of a nation yet comparatively in its infancy.

With great respect, I have the honor to be your most obedient servant,

M. C. PERRY.

Hon. JAMES C. DOBBIN,
Secretary of the Navy, Washington.

NOTE.—With reference to the blank letters of credence mentioned above, five were intrusted to my charge, to be filled up by me if a suitable occasion occurred.

SINGAPORE, *September* 19, 1854.

MY DEAR MR. MCLANE: On arrival at this place I was informed by our consul that a Siamese messenger from the King had been waiting some time here to see me.

I have this moment parted with him, and he informs me that the King was much pleased with the intelligence that I contemplated visiting Siam, and had erected a building for my reception, and made many other preparations to do me all honor; that on such occasion, or rather the occasion of my visit, he would depart from the usual court etiquette, and receive me in person, &c., &c.

An hour before my interview with the Siamese messenger I had held a long conversation with Colonel Butterworth, the governor of Singapore, who had received a letter from the King of Siam, an old correspondent of his, in which the King refers to me, and remarks that he was anxiously awaiting my arrival; another letter received by the governor from the same source he had forwarded to Sir John Bowring, which he will doubtless show you.

I give the above for what it is worth. All these preparations may possibly be intended merely as a blind to conceal a predetermined intention of conceding nothing in the way of improving the character of the existing treaty with the United States.

As Colonel Butterworth very justly remarked, the Siamese princes,

like all Eastern potentates, are full of diplomatic duplicity; nevertheless, I should have much liked to have had a bout with his Siamese majesty.

Most respectfully and truly yours,

M. C. PERRY.

Commodore Perry to the Secretary of the Navy.

ENGLISH MAIL STEAMER HINDOSTAN,
At Sea, Indian Ocean, October 9, 1854.

SIR: Being uncertain whether I have informed the department that the sloop-of-war Plymouth and store-ship Lexington have on board numerous plants of Japan and China, of ornamental trees, fruits, flowers, &c., as also plants of the sugar-cane, together with various articles of presents from the Emperor of Japan, mostly intended for the President's House, I deem it advisable, in the possibility of such an omission, to give the information at this time.

Commander Kelly being ordered to Norfolk, comformably with the instructions of the department, was directed by me to go first to Annapolis, in view of landing and transmitting the articles, with the least possible delay, to Washington, and thence to return with his ship down the bay to Norfolk; but having, since the date of these instructions, met him at Singapore—at which place, and at Penang, in the Straits of Mellacca, he had been instructed to stop, for the purpose of receiving on board sugar-cane plants—I verbally informed him that he might exercise his discretion, whether to go to Annapolis or send the articles direct from Norfolk. Lieutenant Commanding Glasson, in the Lexington, bound to New York, (conformably to orders from department,) with about three hundred plants on board, planted in what are called Ward's boxes, has also instructions to exercise his discretion, whether or not to touch at Annapolis, to land and forward the plants by railroad, in consideration of the possible danger of their being injured by the frost.

Dr. Morrow, the person sent out by the government as agriculturist, has charge of these plants, in the collection and preparation of which I have spared no pains.

I have also sent with them a Chinese gardener, rated on the ship's books as an ordinary seaman, who is acquainted with the several varieties, and would doubless be very useful as an under-gardener in the public grounds, especially in instructing others in the Chinese mode of ornamental gardening.

As the store-ships all go to New York in ballast, I have put on board myself, and allowed all the officers, who desired it, to send home in like manner, such articles of curiosity and usefulness as they have collected; it being, of course, understood that these articles are for the exclusive use of the officers, and are not intended as merchandise. And, to prevent any misunderstanding, I have thought it advisable to address a letter to the collector of New York, (sent by the Supply,) and furnishing the necessary explanations.

On board the store-ship Supply are several blocks of granite, and other qualities of stone, procured by me at the islands of Jesso and Niphon, in Japan, at Lew-Chew, Formosa, and China proper. These are intended for the Washington monument.

I am now on my way to the United States, via Holland, and expect to be in New York by the middle of January, in time to meet the arrival at that place of the Mississippi; there to haul down my flag at the termination of my cruise.

Whilst in Europe, (and this has been one of my objects in returning that way,) I propose to visit some of the dock-yards and steam-engine manufactories, in view of examining into the very great improvements which have recently taken place in the construction and arrangement of steam-vessels—especially those propelled by the screw.

With great respect, I have the honor to be your most obedient serv't,

M. C. PERRY.

Hon. J. C. DOBBIN,
Secretary of the Navy, Washington.

Commodore Perry to the Secretary of the Navy.

ENGLISH MAIL STEAMER HINDOSTAN,
Red Sea, October 14, 1854.

SIR: On stopping at Galle, (Ceylon) on my way from China, I received a box from Monsieur Jos. Chauvin, of the house of Chauvin & Brothers, of Port Louis, containing tobacco and cotton-seeds from the island of Mauritius, and collected and forwarded by Mr. Chauvin, at my request.

As I do not go direct to the United States, and being aware of the importance of having the seeds at Washington in time for distribution for spring planting, I have placed the box in charge of Capt. Charles H. Rhodes, a fellow-countryman, who has kindly promised to forward it to Washington from New York, by Adams & Co.'s Express.

With great respect, I am, sir, your most obedient servant,

M. C. PERRY.

Hon. JAMES C. DOBBIN,
Secretary of the Navy, Washington, D. C.

Commodore Perry to the Secretary of the Navy.

NAVY DEPARTMENT,
Washington, January 20, 1855.

SIR: I have the honor to enclose herewith two letters* addressed by me respectively to the Emperor of Japan, and to the Imperial commissioner, with whom I negotiated.

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* For these letters see Commodore Perry's despatch, dated August 3, 1853.

The transmission of these letters was, by some unaccountable cause, overlooked. I also enclose other papers not before transmitted.

Very respectfully, your obedient servant,

M. C. PERRY.

Hon. JAMES C. DOBBIN,
Secretary of the Navy, Washington.

U. S. STEAM-FRIGATE MISSISSIPPI,
July 31, 1854.

SIR: With considerations of the highest respect, the men composing the crew of this ship, now bearing your broad pendant, beg leave to address to you the following communication:

Learning, with regret, that you contemplate leaving us prior to the arrival of this ship in the United States, it is our earnest desire to express in some befitting manner the high sense of respect and esteem with which we look upon you, both as our commander and real friend; and while we are well aware of the high and deserving honors that are awaiting you broadcast over our own land, and throughout the enlightened of all nations, we feel that we, who have had the good fortune, for a considerable portion of the time of your command, of being under your immediate notice, have a right to express to you our honest and true wishes for your future welfare and happiness.

The high and important negotiations which you have accomplished with a numerous and powerful people, we beg you to believe, are well understood by us; and at the same time that we are aware of the delicacy and prudence required on your part, we have ever had the most implicit confidence that the honor of our country's flag would never be tarnished while under your command. Upon the occasion of separating from you, we desire you to accept our sincere wishes for your future happiness, and at the same time we would express to you our acknowledgments for the uniform regard which you have ever evinced for our comfort; that we appreciate in all their bearings the undoubted desire evinced on your part for the well-being of those intrusted to your command; and, as we have already intimated, while our country stands ready to receive you with merited and appropriate honors, we beg you to accept this, our humble tribute; and while we have the honor (for it is an honor) to serve our country, we shall never feel greater confidence, or stronger pride, than while under your command.

In behalf of ship's company:

JAMES PATTERSON, (*Yeoman.*)
HENRY SMITH, (*Gunner's mate.*)
FRANCIS SULLIVAN, (*Master-at-arms.*)
JAMES ROBINSON, (*Boatswain's mate.*)
WILLIAM TRAIN, (*Quartermaster.*)
ALEXANDER McINTOSH, (*Captain of forecastle.*)
THOMAS JONES, (*Captain of hold.*)
ANGUS JOHNSON, (*Captain of top.*)
WILLIAM WADE, (*Armorer.*)
DENNIS CONNOR, (*Sailmaker's mate.*)

REUBEN GILLIAM, (*Carpenter's mate.*)
JOS. R. HURD, (*Captain of afterguard.*)
CHARLES HAGAN, (*Seaman.*)
RICHARD HEWSON, (*Ordinary seaman.*)
JAMES H. WEEKS, (*Landsman.*)

In behalf of firemen and coal-heavers:
JOHN FISHER.

In behalf of marine guard:
Sergeant KEARNS.

Commodore M. C. PERRY,
Commander-in-chief United States Naval Forces
East India, China, and Japan Seas.

U. S. STEAM-FRIGATE MISSISSIPPI,
Macao, August 1, 1854.

MY SHIPMATES: I have received, and perused with much pleasure, your letter of yesterday, and am highly gratified to learn from its contents, that the feelings entertained by the crew of the Mississippi are so kind and friendly towards me. Those feelings I most cordially reciprocate, and shall ever look back with pride and pleasure to the several periods of time on this and other stations, where this noble and well-tried ship has borne my flag.

Wishing you all prosperity, and a happy return to your families and friends at home, I subscribe myself your friend,

M. C. PERRY.

CANTON, *September* 4, 1854.

SIR: We, your countrymen, the undersigned, merchants and residents in China, learning that it is your excellency's intention to leave for the United States on the 11th current, desire to declare to you, before your departure, the sense we entertain of your services in fulfilment of the mission with which you were specially charged by our government to that of Japan, and to acknowledge the promptitude with which you have bestowed the protection so much required by the important interests at stake in this country and its neighborhood during your command in these seas.

Enjoying the advantages of proximity, and with our interest heightened thereby, it has been our privilege twice to witness your departure for the shores of Japan; nor will you have doubted that you went with our best wishes freighted. Participating, indeed, in the hopes and anxieties attending your great enterprise, in perhaps a greater degree than those who were more distant, we may, as your countrymen, now claim the right to anticipate the warm approval, the pride, and satisfaction with which the announcement of your achievements will be hailed in our common country.

But your success, which is so well calculated to enkindle the patriotism and awaken the admiration and gratitude of your countrymen, will not in a less degree elicit the applause of other nations.

You cannot have been unconscious that your audience was the whole civilized world, and that your mission was worthy of man's highest ambition. Whilst this added to your anxieties, it has not lessened your zeal or dazzled your mind; but has called into exercise that rare assemblage of qualities—that union of conciliation with firmness—the happy tact and judgment, which have insured your complete success.

That such will be the award of your own countrymen, and of the people of other nations, we hazard nothing in declaring.

Whilst you have thus elevated yourself to a proud position in the eyes of the world, you have firmly re-established the hold which the name you bear has so long had upon the hearts of your countrymen; and the name of PERRY, which has so long adorned the naval profession, will henceforth be enrolled with the highest in diplomacy. Columbus, De Gama, Cook, La Pérouse, Magellan—these inscribed their names in history by striving with the obstacles of nature. You have conquered the obstinate will of man, and, by overturning the cherished policy of an empire, have brought an estranged but cultivated people into the family of nations. You have done this without violence, and the world has looked on with admiration to see the barriers of prejudice fall before the flag of our country without the firing of a shot.

It is thus that your acts, dictated by your wisdom and inspired by your justice and benevolence, have so auspiciously inaugurated the entrance of Japan into the great family of nations—the consequences of which affect the welfare of the universe; and thus, that in adding lustre to the flag of our country, you have durably incribed your name upon the history of the world.

In conclusion, permit us to say, that as none of your countrymen can more fully appreciate the value of your services, so none will more sincerely desire to hear of your future welfare; and to request your acceptance of a durable memorial of your visits to China as a testimony of the estimation in which we hold your public services and private character.

Wishing you the highest reward that man can bestow—"that of a whole nation's gratitude"—

We remain, sir, your countrymen,

[Signed by all the American merchants in Canton.]

His Excellency Commodore MATTHEW C. PERRY,

Commander-in-chief of the Naval Forces U. S. in the East India, China, and Japan Seas, and late Special Envoy to Japan, &c., &c., &c.

U. S. Flag-ship Mississippi,
Hong Kong, *September* 7, 1854.

Gentlemen: It is impossible for me to find words sufficiently expressive of my profound thanks for the very flattering praise which you, in your prodigal kindness and generosity, have bestowed upon me in your communication of the 4th instant.

In the execution of my duties as commander of the East India squadron, and with special reference to the mission to Japan, I am unconscious of having done more than might have been expected of me as a zealous and loyal officer.

The testimonial of which you speak will be received with the highest gratification, and my children will be enjoined to treasure it as a memorial of the many favors their father had received from his fellow-countrymen in China.

In separating myself from those with whom I have been so long and so agreeably associated, I cannot but hope that we shall all meet again in our own happy country; and with this pleasant anticipation, I subscribe myself, with every feeling of sincere friendship and respect,

Your obliged and most obedient servant,
M. C. PERRY.

Hong Kong, *September* 9, 1854.

Sir: On the eve of your departure for the United States, we feel that we cannot permit you to leave this without respectfully tendering you our sincere wishes for your health and happiness, and for a prosperous return to our native land.

In expressing to you these sentiments we cannot refrain from briefly alluding to the great pride we have had in witnessing the completely successful termination of your mission to Japan, which has added another to the many benefits which our country has derived from your devoted zeal to the furtherance of her interests, and to the elevation of that branch of her service to which you belong.

We feel assured that the same esteem and respect in which you are held by our countrymen, is felt for you by the English community at at this—who, when congratulating our country and its citizens upon the success of services such as yours, felicitate us upon the choice made by our government in selecting yourself to carry out its views in regard to the empire whose commerce you have opened not only to us, but to the world.

We think, sir, we may well be proud, and pardoned for expressing, even as we do now to yourself, before your departure, that pride which we feel, when hearing, as we have heard, your name, character, and achievements spoken of in the highest terms of praise by the plenipotentiary of H. B. M., by her officers, civil, military, and naval, as well as by the foremost merchants of England doing business with China, and whose establishments are at this. Adding our testimony to theirs,

we subscribe ourselves, with best wishes for your welfare, and with sentiments of esteem and respect,

Your friends,
JAMES KEENAN.
O. D. WILLIAMS.
HENRY ANTHON, Jr.
GEORGE L. HASKELL.

His Excellency Commodore M. C. Perry,
Commander-in-chief of the U. S. Squadron
to the East India and China Seas, &c., &c., &c.

U. S. Steam-Frigate Mississippi,
Hong Kong, September 11, 1854.

Gentlemen: At the moment of my departure from China, I have been honored with your flattering communication of the 9th instant, and beg briefly to express my gratitude for this and many other marks of favor I have received at your hands.

The highest reward an officer should look for as a recompense for his public services is, the approbation and friendship of his fellow-countrymen; and surely, those who reside in China have lavished upon me their kindness and good wishes in a manner never to be forgotten.

Trusting you will excuse the informality of this hurried note, written as it is in the midst of preparations for my departure to-day, you will permit me to wish you every happiness and success in life, and to subscribe myself,

Your obliged friend and most obedient servant,
M. C. PERRY.

To James Keenan, Esq.
O. D. Williams, Esq.
Henry Anthon, jr., Esq.
George L. Haskell, Esq.

Sailing directions for the harbor of Simoda, by Lieut. Wm. L. Maury, U. S. N.

Vessels bound to the harbor of Simoda, from the southward and westward, should make Cape Idzu, from which Rock island bears ESE ½ E., distant about six miles; and if the weather is at all clear, the chain of islands at the entrance of the Gulf of Yedo will at the same time be plainly visible.

Between Rock island and the main land there are a number of rocks awash and above water, among which the Japanese junks freely pass, but a ship should not attempt a passage inside of Rock island, unless in case of urgent necessity, particularly as the northeasterly current which sweeps along this coast, seems to be, at this point, capricious, both in direction and velocity.

Giving Rock island a berth of a mile, the harbor of Simoda will be in full view, bearing N. ½ W., distant five miles.

Vandalia bluff, on the east side of the entrance, may be recognised by a grove of pine trees on the summit of the bluff, and the village of Susaki, which lies about one-third of the way between it and Cape Diamond. Cape Diamond is a sharp point making out to the eastward of the entrance of the harbor.

Standing in from Rock island, you will probably pass through a number of tide-rips, but not get soundings with the hand-lead until near the entrance of the harbor, when you will be in from seventeen to twenty-four fathoms.

Should the wind be from the northward, and fresh, a vessel should anchor at the mouth of the harbor until it lulls or shifts, or until she can conveniently warp in, as it is usually flawy and always baffling.

Approaching from the northward and eastward, a vessel can pass on either side of Oho-Sima, from the centre of which Cape Diamond bears WSW. ¾ W., distant about twenty miles.

Between Oho-Sima and Simoda no dangers are known to exist; but the northeasterly current must be born constantly in mind, particularly at night and in thick weather. Its general strength is from two to three miles per hour; but as this, as well as its direction, is much influenced by the local winds, headlands, islands, &c., neither can be relied upon.

Should Oho-Sima be obscured by thick weather before reaching Cape Diamond, endeavor to sight Rock island, for there are no very conspicuous objects on the main land by which a stranger can recognise the harbor at a distance, and the shore appears as one unbroken line.

To the westward of the harbor there are several sand-beaches, and three or four sand-banks. These can be plainly discerned when within six or eight miles, and are good landmarks.

A vessel from the southward and eastward should pass to the westward of the island of Meac-Sima, which may be known by a remarkable snow-white cliff on its western side. There is also a white patch on its summit to the northward of the cliff. From this island the harbor bears NNW., distant about twenty-five miles.

There are but two hidden dangers in the harbor. The first is the

SOUTHAMPTON ROCK,

which lies in mid-channel, bearing N. ½ W. from Vandalia bluff, about three-fourths of the way between it and Centre island. The rock is about twenty-five feet in diameter, and has two fathoms water upon it. It is marked by a white spar-buoy.

The second is the

SUPPLY ROCK,

bearing S. by W., a short distance from Buisako islet; is a sharp rock, with eleven feet water upon it. It position is designated by a red spar-buoy.

Both of these buoys are securely moored, and the authorities of Simoda have promised to replace them, should they by any cause be removed.

Centre island, which receives its name from being the point from which the treaty limits are measured, is high, conical, and covered with trees. A cave passes entirely through it.

In the outer roads, or mouth of the harbor, a disagreeable swell is sometimes experienced; but inside of the Southampton rock and Centre island, vessels are well sheltered, and the water comparatively smooth. Moor with an open hawse to the southward and westward.

There are good landings for boats in Simoda creek, and at the village of Kakisaki.

A harbor-master and three pilots have been appointed; wood, water, fish, fowls, and eggs, also sweet potatoes and other vegetables, may be procured from the authorities. It is necessary to supply them with casks to bring the water off.

Latitude Centre island, 34° 39′ 49″ N.; longitude, 138° 57′ 50″ E. Variation, 52′ westerly. High water, F. & C., V hr. Extreme rise of tide, 5 feet 7 inches. Mean rise of tide, 3 feet.

To make the foregoing directions more easily comprehended, they have been rendered as concise as possible; but to furnish further information to navigators bound to or passing the port, the following additional remarks are appended:

The harbor of Simoda is near the southeastern extremity of the peninsula of Idzu, which terminates at the cape of that name. To the northward of the harbor, a high ridge intersects the peninsula, and south of this, all the way to the cape, it is broken by innumerable peaks of less elevation.

The harbor bears SW. by W. from Cape Sagami, at the entrance of Yedo bay, distant about 45 miles.

Rock island is about 120 feet high, and a third of a mile long, with precipitous shores and uneven outlines. It has a thick matting of grass, weeds, moss, &c., on the top.

From the summit of this island overfalls were seen, bearing N. ½ W., distant a mile, or mile and a half. These may have been caused by a rock or reef. An attempt was made to find it; but the strong current and fresh wind prevented a satisfactory examination. The Japanese fishermen, however, deny the existence of any such danger.

N. by W. from Rock island, distant two miles, are the Ukona rocks. These are two rocks, though they generally appear as one. The largest is about 70 feet high. Between these and Rock island, the current was found setting east-northeasterly, fully four miles an hour.

Centre island bears from Rock island N. ½ E., distant five and a half miles, and from Ukona rocks N. by E. ½ E., distant three and a half miles.

Buisako islet lies NNE. from Centre island. It is about 40 feet high, and covered with trees and shrubs.

Should the buoy on Southampton rock be removed, the east end of Centre island, on with the west end of Buisako, will clear the rock to the westward.

Off the village of Susaki, and distant one-third of a mile from the shore, is a ledge of rocks, upon which the swell is always breaking; give them a berth of two cables in passing.

Due west from Vandalia bluff, about one-third of the way to the opposite shore, is a deep hole, with upwards of 30 fathoms water.

Approaching from the eastward, the harbor will not open until you get well inside of Cape Diamond.

To the northward of Cape Diamond is the bay of Sirahama, which is quite deep, and, as it has also several sand-beaches, it may be mistaken for Simoda; but as you approach this bay, Cape Diamond will shut in the Ukona rocks, and Rock island to the southward, whilst in the Simoda roads they are visible from all points.

Cape Idzue—latitude, 34° 32′ N.; longitude, 138° 51′ E. Rock island—latitude, 34° 33′ 50″ N.; longitude, 138° 57′ 16″ E.

To the southward and westward of Meac-Sima there are two patches of dangerous rocks, 15 or 20 feet high, which have been named Redfield rocks. They are in latitude 33° 56′ 13″ N., longitude 138° 48′ 31″ E., and latitude 33° 57′ 31″ N., longitude 138° 49′ 15″ E.

These positions may not be strictly correct, but it is believed they are not much out of the way.

By order of Commodore M. C. Perry, U. S. N.

SILAS BENT,
Flag Lieutenant.

U. S. Steam-Frigate Mississippi,
Napa, Lew-Chew, July 7, 1854.

Sailing directions for Hakodadi, by Lieut. Wm. L. Maury, U. S. N.

This spacious and beautiful bay, which for accessibility and safety is one of the finest in the world, lies on the north side of the straits of Sangar, which separates the Japanese islands of Nippon and Yesso, and about midway between Cape Sirija Saki* (the NE. point of Nippon,) and the city of Matsmai. It bears from the cape NW. ½ W., distant about 45 miles, and is about 4 miles wide at the entrance, and 5 miles deep.

The harbor is the southeastern arm of the bay, and is completely sheltered, with regular soundings and excellent holding-ground. It is formed by a bold peaked promontory standing well out from the high land of the main, with which it is connected by a low sandy isthmus, and, appearing in the distance as an island, may be readily recognised.

The town is situated on the northeast slope of this promontory, facing the harbor, and contains about 6,000 inhabitants.

Approaching from the eastward, after passing Cape Suwo Kubo, named on our chart Cape Blunt, which is a conspicuous head-land 12 miles E. by S. from the town, the junks at anchor in the harbor will be visible over the low isthmus.

FOR ENTERING THE HARBOR.

Rounding the promontory of Hakodadi, and giving it a berth of a mile, to avoid the calms under the high land, steer for the sharp peak of Komaga-daki, bearing about north, until the east peak of the Sad

* Saki in the Japanese language means cape; consequently it should be more properly called Cape Sirija; but to prevent mistakes it has been thought advisable to adopt the Japanese names.

dle, bearing about NE. by N., opens to the westward of the round knob on the side of the mountain; then haul up to the northward and eastward, keeping them open until the centre of the sand-hills on the isthmus bears SE. by E. ¾ E. (these may be recognised by the dark knolls upon them.) This will clear a spit which makes out from the western point of the town in a north-north westerly direction two-thirds of a mile; then bring the sand-hills a point on the port bow, and stand in until the western point of the town bears SW. ½ W., when you will have the best berth, with 5½ or 6 fathoms water. If it is desirable to get nearer in, haul up a little to the eastward of south for the low rocky peak which will be just visible over the sloping ridge to the southward and eastward of the town. A vessel of moderate draught may approach within a quarter of a mile of Tsuki Point, where there is a building-yard for junks. This portion of the harbor, however, is generally crowded with vessels of this description; and unless the want of repairs, or some other cause, renders a close berth necessary, it is better to remain outside.

If the Peak or Saddle is obscured by clouds or fog, after doubling the promontory, steer N. by E. ½ E., until the sand-hills are brought upon the bearing above given, when proceed as there directed.

A short distance from the tail of the spit is a detached sand-bank with 3½ fathoms on it, the outer edge of which is marked by a white spar-buoy. Between this and the spit there is a narrow channel with 5 and 6 fathoms water. Vessels may pass on either side of the buoy, but it is most prudent to go to the northward of it.

Should the wind fail before reaching the harbor, there is a good anchorage in the outer roads, in from 25 to 10 fathoms.

Excellent wood and water may be procured from the authorities of the town; or if preferred, water can be easily obtained from Kamida creek, which enters the harbor to the northward and eastward of the town.

The season at the time of our visit was unfavorable for procuring supplies; a few sweet and Irish potatoes, eggs and fowls, however, were obtained, and these articles at a more favorable period of the year will, no doubt, be furnished in sufficient quantities to supply any vessels that may in future visit the port.

Our seine supplied us with fine salmon and a quantity of other fish, and the shores of the bay abound with excellent shell-fish.

During our stay in this harbor, from the 17th May to 3d June, the weather was generally pleasant until the 1st June, when the fog set in. It was usually calm in the morning, but towards the middle of the day a brisk breeze from SW. sprung up.

Latitude mouth of Kamida creek, 41° 49′ 22″ N.; longitude, 140° 47′ 45″ E.; variation, 4° 30′ W.; high water, F. & C. V hours; extreme rise and fall of tide, 3 feet.

Our chronometers were rated at Napa Kiang, Lew-Chew, from the position of that place as given by Captain Beechy, R. N.

By order of Commodore M. C. Perry, U. S. N.

SILAS BENT,
Flag Lieutenant.

U. S. Steam-Frigate Mississippi, *at Sea, July* 18, 1854.

Sailing directions for Yedo, by Lieut. Wm. L. Maury, U. S. Navy.

Vessels from the suthward bound to this bay should pass up to the westward of the chain of islands lying off the Gulf of Yedo, and are cautioned against mistaking the deep bight of Kawatsu bay for the entrance of Uraga channel, for on the northeast side of this bay there is a ledge of rocks several miles from the shore, bearing from Cape Sagami about WNW., distant ten miles, upon which one of the vessels of our squadron grounded. A stranger without a correct chart would naturally make this mistake, as the opening of the channel is not seen at a distance from this quarter, the shore appearing as an unbroken line.

The entrance to the channel bears from the centre of Oho-Sima NE. by N., distant about twenty miles. Stand in upon this line, and the saddle-hill to the northward of Cape Sagami will be readily recognised, as well as the round black knob on the eastern side of the channel. On approaching Uraga, the Plymouth rocks will be plainly seen; give these a berth of half a mile to clear the Ingersoll Patch, a sunken rock with but one fathom on it, and which is the only known danger in the channel.

Between Plymouth rocks and Cape Kami-Saki the ground is clear and the anchorage good, if care be taken to get pretty well in, so as to avoid the strong tides which sweep round the latter with great rapidity. A spit makes out a short distance to the southward of Kami-Saki; but to the northward of the cape, the shore is bold and the water very deep.

On rounding Cape Kami-Saki, if bound for the city of Yedo, steer NW. by N. until Perry island bears S. by W. $\frac{3}{4}$ W., so as to clear Saratoga spit, which extends well out from the eastern shore; then haul up, keeping Perry island upon this bearing until the beacon on the low point to the southward of Yedo bears WNW. This clears the shoal off the point, and here there is good anchorage in about ten fathoms water, in full view of the city of Yedo.

At this point our survey terminated; the boats, however, found a clear channel with plenty of water for the largest vessels several miles farther to the northward, and within a few miles of the city.

If bound to the American anchorage, from Cape Kami-Saki steer NW. and anchor in eight or ten fathoms water, with Perry island bearing SSE., and Webster island SW. by S.

To the southward of Webster island there is also good anchorage in six and seven fathoms. Near this anchorage there are two snug coves, very accessible, in which vessels may conveniently repair and refit.

Susquehanna bay, three miles WNW. from Cape Kami-Saki, is well sheltered, but it contains a number of reefs and rocks, and is therefore not recommended as an anchorage.

Mississippi bay is four miles north of the American anchorage; it is well sheltered from the prevailing winds. Upon anchoring it is necessary to give the shore a good berth, to avoid a shoal which extends out from a half to three-quarters of a mile. The conspicuous head-land or long yellow bluff on the north side of this bay is called Treaty Point; a shoal surrounds the point from two-thirds of a mile to a mile distant.

Between the American anchorage and Treaty Point the soundings are irregular, shoaling suddenly from twelve to five fathoms on a bank of hard sand.

To the northward of Treaty Point and NNW. from Cape Kami Saki, distant fourteen miles, is Yokuhama bay. To reach this anchorage, bring the wooded bluff which terminates the high land on the north side of the bay to bear N. by W. ½ W., and steer for it until Treaty Point bears SW. by S.—this clears the spit off the point; then haul up about NW. by N. for the bluff over the town of Kanagawa, and anchor in five and a half or six fathoms, with the Haycock just open to the eastward of Mandarin bluff. Mandarin is the steep bluff a mile to the northward of Treaty Point.

A flat extends out from the northern shore of this bay, between Kanagawa and Beacon Point from one to two miles; off Mandarin bluff there is also a shoal extending a mile to the northward.

The bay of Yedo is about twelve miles wide, and thirty deep, with excellent holding-ground, and capable of sheltering the fleets of the world.

Our survey embraced the western shore only, from Cape Kami Saki to Beacon Point. We had no opportunity of examining the eastern side. The soundings from Treaty Point across in an ESE. direction are regular, and three fathoms were found about a mile and a half from the opposite shore.

Of Uraga channel, a reconnoissance was made of the western shore only.

During our stay in the bay, from the 17th of February to the 18th of April, the weather was generally fine, being occasionally interrupted by strong winds and heavy rain. The gales came up suddenly from the southward and westward with a low barometer, and continued for a short time, when the wind hauled round to the northward and westward and moderated. We had no easterly blows; in fact, the wind was rarely from this quarter, except when hauling round from the northward (as it invariably did) by east to the southward and westward.

The tide is quite strong out in the bay; and off the tail of Saratoga spit, Perry island, and Cape Kami-Saki, its velocity is much increased. But at the anchorage in the bay of Yokuhama it was scarcely felt. At Yokuhama the Japanese authorities supplied us with wood and water, and a few vegetables, fowls, eggs, oysters, and clams.

Latitude Cape Sagami, 35° 06′ 30″; longitude, 139° 40′. Latitude Webster island, 35° 18′ 30″; longitude, 139° 40′ 34″. Latitude of Treaty building, north end of Yokuhama, 35° 26′ 44″; longitude, 139° 40′ 23″. Variation, 25′ westerly. High water F. and C., VI. Rise and fall at Yokuhama, 6 feet.

By order of Commodore M. C. Perry.

SILAS BENT, *Flag Lieutenant.*

U. S. Steam-Frigate Mississippi,
Hong-Kong, September 4, 1854.

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